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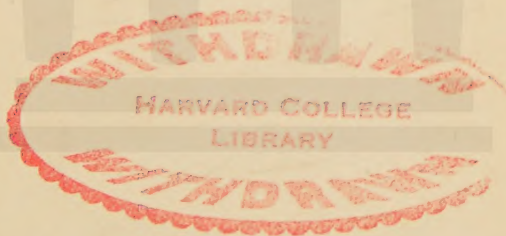
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THE
DOMINION OF CANADA

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THE
DOMINION OF CANADA

WITH
NEWFOUNDLAND AND AN EXCURSION TO ALASKA

HANDBOOK FOR TRAVELLERS

BY

KARL BAEDEKER

WITH 14 MAPS AND 12 PLANS

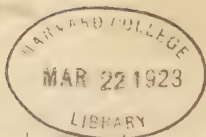
FOURTH REVISED AND AUGMENTED EDITION

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'Go, little book, God send thee good passage,
And specially let this be thy prayer
Unto them all that thee will read or hear,
Where thou art wrong, after their help to call
Thee to correct in any part or all.'

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PREFACE.

THIS HANDBOOK TO CANADA, which first appeared in 1894 and is now in its fourth edition, is intended to help the traveller in planning his tour and disposing of his time to the best advantage, and to enhance his enjoyment and appreciation of the Dominion's manifold attractions. No one is better aware than the Editor himself of the inevitable imperfections of a guide-book which attempts to deal with a vast country like Canada, and the preparation of the present edition has been rendered peculiarly difficult by the unstable conditions due to the Great War and its after-effects. The Editor has not attempted to give more than a few suggestions and hints for the traveller's guidance in the less-known parts of the territory, where a journey still necessarily assumes something of the nature of an expedition.

The writer of the previous editions of the Handbook was *Dr. J. F. Muirhead*, who was commissioned by the Editor to visit the greater part of the districts described. In the preparation of the present edition the Editor has enjoyed the valuable assistance of a number of old and new friends of the Handbook, and he is particularly indebted to *Professor David R. Keys* and *Professor J. F. McCurdy* of Toronto for the trouble they have taken in revising the proof-sheets of the whole volume. Statistical and other information has been supplied by Canadian officials in London, and the Newfoundland section has been revised by the High Commissioner for that country. The Introductory articles by *Sir John Bourinot*, the late *Dr. George M. Dawson*, and *Messrs. E. T. D. Chambers* and *W. H. Fuller* will be found of material value to the tourist. An intelligent comprehension of the subjects of which they treat will undoubtedly add greatly to the interest of a visit to Canada.

On the MAPS and PLANS the Editor has bestowed especial care. A new map of the Rocky Mountains, comprising the Lake Louise and Field districts, has been added to the present edition.

POPULATION figures have been inserted as far as possible according to the census of 1921, the results of which came to hand while the volume was going to press. The figures in other cases are given in accordance with the latest available data.

HOTELS. The Editor has endeavoured to enumerate, not only the first-class hotels, but also the more deserving of the cheaper houses. The comfort of a Canadian hotel is, however, much more likely to be in the direct ratio of its charges than is the case in Europe (comp. p. xx). Hotel prices have in many cases been affected by the Prohibition legislation which now prevails throughout the Dominion except in the province of Quebec. Although prices generally have an upward tendency, the average charges stated in the Handbook will enable the traveller to form a fair estimate of his expenditure. The value of the asterisks, which are used as marks of commendation, is relative only, signifying that the houses are good of their kind.

To hotel-proprietors, tradesmen, and others the Editor begs to intimate that a character for fair dealing and courtesy towards travellers forms the sole passport to his commendation, and that advertisements of every kind are strictly excluded from this Handbook. Hotel-keepers are also warned against persons representing themselves as agents for Baedeker's Handbooks.

The Editor hopes that this volume will continue to share in the advantages that accrue to the whole series of his Handbooks from the valuable and highly appreciated CORRECTIONS and SUGGESTIONS of the travelling public.

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Abbreviations.

B. = Breakfast.

C.N.R. = Canadian National Railways.

C.P.R. = Canadian Pacific Railway.

D. = Dinner.

G.T.P. = Grand Trunk Pacific.

G.T.R. = Grand Trunk Railway.

H.B. Co. = Hudson's Bay Co.

L. = Luncheon.

Lab. = Labrador.

M. = English (or American) Mile.

Nfd. = Newfoundland.

Pl. = Plan.

R. = Route; also Room.

R.C.M.P. = Royal Canadian Mounted Police.

R.R. = railroad.

For the abbreviations of the names of the PROVINCES, see p. liii. The names of States in America, mentioned in this volume, are abbreviated as follows: Mass. = Massachusetts; Me. = Maine; Mich. = Michigan; Minn. = Minnesota; Mont. = Montana; N.D. = North Dakota; N.H. = New Hampshire; N.Y. = New York; O. = Ohio; Pa. = Pennsylvania; Vt. = Vermont; Wash. = Washington.

DISTANCES. The number of miles placed before the principal places of a route indicates their distance from the starting-point of the route.

HEIGHTS above sea-level are given in feet inserted after the name of a place.

The letter 'd.' with a date, after the name of a person, indicates the year of his death.

ASTERISKS (*) denote objects of special interest or imply commendation.

INTRODUCTION.

'A daughter in her mother's house,
But mistress in her own.' *Kipling.*

I. Money. Expenses. Passports. Custom House. Time.

Money. The currency of the Dominion of Canada is arranged on a decimal system similar to that of the United States, the unit being the dollar (\$), divided into 100 cents (c.). Of gold coins there are \$5 and \$10 pieces. The gold coins of the United States are current at par and British gold coins pass at the normal rate of exchange as 1*l.* = \$4. 86²/₃. In silver there are coins of 10 c. ('dime'; ca. 5*d.*), 25 c. (ca. 1*s.*), 50 c. (ca. 2*s.* 1/2*d.*), and the dollar (\$) equivalent to about 4*s.* 1*d.* The 5 c. piece (ca. 2 1/2*d.*) is a nickel coin. The cent, a copper coin (ca. 1/2*d.*), for purposes of calculation, is divided into 10 mills, but there are no coins of this denomination. The *Government Paper Currency* consists of notes of the denomination of 25 c., \$1, \$2, \$4, \$5, and \$50. The chartered and incorporated banks of the Dominion issue notes for \$5 and multiples of that sum, which are payable at par throughout Canada.

The European or United States visitor to Canada should provide himself with a small sum of Canadian money to start with, but large sums should always be carried in the form of *Letters of Credit*, or *Circular Notes*, which are readily procurable at the principal banks and the offices of Messrs. Thos. Cook & Son. Care should be observed to keep the notes and the 'letter of indication' quite separate. The *Travellers' Cheques* issued by various Express Companies (Canadian, Dominion, American, etc., by the American Bankers Association, by the International Mercantile Marine Co., and by Thos. Cook & Son are also convenient. All these companies have offices in London, New York, etc. — *Post Office Orders* (see p. xxii) afford a convenient vehicle for the transmission of small sums, and similar *Money Orders* are issued by the large Express Companies.

American money, both coin and paper, at present fluctuates according to the rate of exchange in New York, for which see daily papers. — British silver coins circulate throughout the Dominion at a considerable depreciation, whereas Bank of England notes are usually taken at their exchange value in the larger cities. — As Canadian money is not accepted in the United States, except in places near the international boundary, travellers from Canada to the United States should be warned to exchange their Canadian money before entering the United States.

Expenses. The expenses of a visit to Canada depend, of course, on the habits and tastes of the traveller, but may be said, roughly speaking, to be much the same as those of European travel (except in respect of the greater distances to be traversed) and less than those of the United States. Persons of moderate requirements, by frequenting boarding-houses instead of hotels and avoiding carriage-

hire as much as possible, may travel comfortably (exclusive of long continuous journeys) for 5-7 (at the most 9) dollars a day. An entire day (24 hrs.) spent in the train (*i.e.* a journey of 400-700 M.) costs, with sleeping car accommodation and meals, about \$ 20-36. The expenses of locomotion can sometimes be materially diminished by travelling by water instead of by land.

Passports. No passports are necessary for British subjects proceeding to Canada direct, but those wishing to travel elsewhere or to return to the United Kingdom should obtain passports before leaving this country. Subjects of foreign states entering or landing in Canada must be in possession of a passport and a British Diplomatic or Consular visa; but this regulation does not apply to American citizens entering Canada from the United States or *vice versa*. Both passports and visas are necessary for persons wishing to enter the United States. As the grant of the visa does not in any sense guarantee that the applicant will be admitted into Canada or the United States, travellers should make sure of satisfying the immigration regulations of these countries.

In Great Britain passports are obtained from the Passport Office, 1 Queen Anne's Gate Buildings, Dartmouth St., Westminster, London, S.W. 1 (open 10-4, Sat. 10-1), or from the Branch Passport Office, 36 Dale St., Liverpool. They are available for two years (fee 7s. 6d.; renewal 2s.). Application (personal or written) should be made at least two days in advance. Passports, however, may be obtained through any tourist agent at an extra charge. — The United States visa is obtained on personal application at an American consulate (*e.g.* 18 Cavendish Square, London, W. 1; open 10-4, Sat. 10-1): it is available for one year and costs \$ 10 (transit visa \$ 1). An additional photograph must be brought: also a signed letter from a responsible person, vouching for the character, health, and financial stability of the traveller.

Custom House. The custom-house examination of the luggage of travellers entering Canada is generally conducted courteously but often with considerable minuteness. Nothing is admitted free of duty, except the personal effects of the traveller, and unusually liberal supplies of unworn clothing are apt to be regarded with considerable suspicion. The traveller should be careful to 'declare' everything he has of a dutiable nature (tobacco, cigars, spirits, photographic plates, etc.), as otherwise it is liable to confiscation. Persons visiting Canada for a limited time may bring in guns, bicycles, cameras, fishing tackle, and the like for their own use on depositing a sum equal to the duty, which is returnable on departure from the country if within six months. If desired, articles may be forwarded in bond to any point in Canada where a customs-officer is stationed.

A *Head Tax* of \$ 8 is levied on every foreigner entering the United States, with the exception of United States citizens and passengers holding through-tickets to points outside of the United States. This tax is generally an additional charge to the passage-money, but Europeans may have to pay it each time they cross the frontier from Canada.

Time. For the convenience of railways and others a *Standard of Time* for Canada has been agreed upon and a system adopted by which the country is divided into five sections, each (theoretically)

of 15° of longitude (1 hr.) and corresponding to the similar divisions of the United States (comp. Map before the title-page). *Atlantic Time*, or that of the 60th Meridian, prevails from the Atlantic coast to (roughly speaking) a line running through Mont Joli (p. 92) and St. John (p. 27), both in New Brunswick. *Eastern Time*, or that of the 75th Meridian, 1 hr. slower, extends thence across the whole of Quebec to Fort William (comp. p. 260) in Ontario. *Central Time* (of Meridian 90°), extends thence across the remainder of Ontario and across Manitoba to a line running (from N. to S.) through Hudson Bay Junction (p. 319), Kamsack (p. 318), Bredenbury (near Yorkton: p. 309), Watrous (p. 306), Nether (p. 256), Broadview (p. 286), Kipling (p. 315), Arcola (p. 283), and Estevan (p. 255), all in Saskatchewan. *Mountain Time* (105° long.) extends thence across Alberta to a line running through Elson (p. 347) in Alberta and Field (p. 325) and Crowsnest (p. 297) in British Columbia. *Pacific Time* (120°) covers the rest of the country. Thus noon at Montreal is 11 a.m. at Winnipeg, 10 a.m. at Calgary, and 9 a.m. at Vancouver or Victoria. True local or mean solar time may be anywhere from 1 min. to 30 min. ahead of or behind the standard time; and in some cases, where the ordinary clocks keep local time and the railway clocks keep standard time, the results are confusing.

II. Voyage from Europe to Canada.

The chief routes from Europe to Canada are briefly described in R. 1. The fares vary considerably according to the season and the character of the vessel. The average first class fare in a good steamer may be reckoned at 52-62*l.* The second cabin costs 29-33*l.*, the third class 18-20*l.* The slowest steamers, as a general rule, have the lowest fares, and they often offer as much comfort as the 'ocean greyhounds', some of which are now equipped with oil-burning engines.

The average duration of the passage across the Atlantic is 6-9 days. The best time for crossing is in summer. Passengers should pack clothing and other necessities for the voyage in small flat boxes (*not* portmanteaus), such as can lie easily in the cabin, as all bulky luggage is stowed away in the hold. Stateroom trunks should not exceed 3 ft. in length, $1\frac{1}{2}$ -2 ft. in breadth, and 13 inches in height. Trunks not wanted on board should be marked 'Hold' or 'Not Wanted', the others 'Cabin' or 'Wanted'. The steamship companies generally provide labels for this purpose. Dress for the voyage should be of a plain and serviceable description, and it is advisable, even in midsummer, to be provided with warm clothing. On the larger liners first cabin passengers would do well to have dinner-dress. A deck-chair, which is almost indispensable, may be hired from the deck-steward (7*s.* 6*d.*) to whom application should be made at least 12 hrs. in advance of the sailing. It should be distinctly marked with the owner's name or initials. Seats at table, retained throughout the voyage, are usually assigned by the Saloon Steward immediately after starting. The passenger should also interview the bath-steward to fix an hour for his morning-tub. It is usual to give a fee of not less than 10*s.* ($2\frac{1}{2}$ dollars) to the table-steward and to the stateroom-steward, and small gratuities are also expected by the boot-cleaner, the bath-steward, etc. The customary fees are, of course, much lower in the second cabin.

On arrival at Quebec, Montreal, Halifax, or New York, passengers' luggage is examined in a covered hall adjoining the wharf (comp. p. xii). For further details regarding arrival and the expedition of baggage to the traveller's destination, comp. p. xvi.

III. Railways. Steamers. Coaches.

Railways. The Dominion of Canada, in 1919, contained 38,896 M. of railway (mostly of the standard or 4 ft. 8½ in. gauge), an increase of 8101 M. since 1914. Of the entire amount 22,375 M. are in the hands of the *Canadian National Railways* (see below), whereas the *Canadian Pacific Railway* (see p. 254) operates within the Dominion (1920) 14,006 M. The remainder is distributed — to mention only a few of the more important lines — among the 'Algoma Central & Hudson Bay Railway' (p. 258), 'Alberta & Great Waterways Railway' (p. 312), 'Dominion Atlantic Railway' (pp. 71, 80, 81), 'Edmonton, Dunvegan, & British Columbia Railway' (p. 312), 'Pacific Great Eastern Railway' (p. 361), 'Père Marquette Railway' (p. 224), and the 'Timiskaming & Northern Ontario Railway' (p. 244).

The *Canadian National Railways* (see above), established in 1918, includes the lines formerly known as 'Canadian Government Railways', *i. e.* Intercolonial Railway, Prince Edward Island Railway, National Transcontinental Railway, etc., as well as the 'Canadian Northern Railway'. In 1920 it also acquired the 'Grand Trunk Pacific Railway' (2714 M.; comp. RR. 64a and 69); in 1921 the 'Grand Trunk Railway' (3567 M.) was incorporated in the C.N.R. system.

The only general railway-guide of Canada is the *Canadian Official Railway Guide*, published at Montreal monthly (price 50c.), which includes a useful gazetteer of Canadian towns and villages. Local collections of time-tables are everywhere procurable, and those of each railway-company may be obtained gratis at the ticket-offices and in hotels. The more important railway-companies publish a mass of 'folders' and descriptive pamphlets, which are distributed gratis and give much information about the country traversed. These are usually skilfully prepared and contain admirable illustrations and, often, useful maps.

Equipment. The equipments of the Canadian railways are similar to those of the United States lines, which, as is well known, are very different from those of European railways. Instead of comparatively small coaches, divided into compartments, the American railways have long cars, holding 60-70 pers., entered by doors at each end, and having a longitudinal passage down the middle, with the seats on each side of it. Each seat has room for two passengers. All long-distance trains are furnished with drawing-room (parlor) cars by day and sleeping-cars at night, which accommodate about 24-30 people in the same space as the ordinary cars, and are in every way much more comfortable. Second-class carriages are much more often provided in Canada than in the United States, and emigrant cars, however, are not recommended, and certainly do not rank higher than the third-class carriages of Europe. Smoking is not permitted, except in the smoking-compartments which in day-coaches have been generally substituted for smoking-cars ('Smokers') on long-distance trains. The vexed question of whether the American or the European railway-carriage is the more comfortable is hard to decide. It may be said generally, however, that the small-compartment system would never have done for the long

journeys of America, while the parlor-cars certainly offer greater comfort in proportion to their expense than the European first-class carriage do. In comparing the ordinary American or Canadian car with the second-class or the best third-class carriages of Europe, some travellers may be inclined to give the preference for short journeys to the latter. The seats in the American cars offer very limited room for two persons, and their backs are too low to afford any support to the head; a single crying infant or spoiled child annoys 60-70 persons instead of the few in one compartment; the passenger has little control over his window, as someone in the car is sure to object if he opens it; the continual opening and shutting of the doors, with the consequent draughts, are annoying; the incessant visitation of the train-boy, with his books, candy, and other articles for sale, renders a quiet nap almost impossible; while, in the event of an accident, there are only two exits for 60 people instead of six or eight. On the other hand, the liberty of moving about the car, or, in fact, from end to end of the train, the toilette accommodation, and the amusement of watching one's fellow-passengers greatly mitigate the tedium of a long journey: while the publicity prevents any risk of the railway crimes sometimes perpetrated in the separate compartments of the European system. Rugs, as a rule, are not necessary, as the cars are apt to be over, rather than under, heated. Little accommodation is provided in the way of luggage-racks, so that travellers should reduce their hand-baggage to the smallest possible dimensions. — In the sleeping-car, the passenger engages a berth in a *Half-Section*, which consists of a so-called 'double berth', but is rarely used by more than one person. If desirous of more air and space, he may engage a whole *Section* (at double the rate of a half-section), but in many cases a passenger is not allowed to monopolize a whole section to the exclusion of those not otherwise able to find accommodation. Parties of 2-4 may secure *Drawing Rooms*, or private compartments. A lower berth is generally considered preferable to an upper berth, as it is easier to get into and commands the window; but, by what seems a somewhat illiberal regulation, the upper berth is always let down, whether occupied or not, unless the whole section is paid for. So far nothing has been done towards reserving a special part of the car for ladies, except in the shape of a small toilette and dressing room. The so-called *Tourist Sleeping Cars*, found on some lines, are fairly comfortable and may be used with advantage by those to whom economy is important; the *Colonist Cars* have wooden bunks only, without bedding. — *Dining Cars* are attached to all long-distance trains, and the meals and service upon them are generally more elaborate and better than those of the railway-restaurants. — In the larger cities tickets are usually examined, and sometimes collected, at gateways before entering the train. Otherwise tickets are collected in the train by the *Conductor* (guard), who sometimes gives numbered checks in exchange for them. Separate tickets are issued for the seats in parlor-cars and the berths in sleeping-cars; and such cars generally have special conductors. Fees are not usual, except to the coloured *Porters* of the parlor-cars and sleeping-cars, who brush the traveller's clothes and (on overnight journeys) boots, and expect about 25 c. a day. In Canada the traveller is left to rely upon his own common sense still more freely than in England, and no attempt is made to take care of him in the patriarchal fashion of European railways. He should, therefore, be careful to see that he is in his proper car, etc. The conductor calls 'all aboard', when the train is about to start, and on many lines a warning bell is rung. The names of the places passed are not always shown distinctly (sometimes not at all) at the stations, and the brakeman, whose duty it is to announce each station as the train reaches it, is apt to be entirely unintelligible. A special word of caution may be given as to the frequent necessity for crossing the tracks, as the rails are often flush with the floor of the station and foot-bridges or subways are rarely provided. Each locomotive carries a large bell, which is tolled as it approaches stations or level ('grade') crossings. — The speed of Canadian trains is generally lower than that of English trains; and over a large portion of the country it does not exceed 20-27 M. per hour even for through-trains.

Fare. The average rate of fare may be stated at about $3\frac{1}{2}$ c. per mile, though the rate is lower for season, 'commutation' (good for so many trips), or mileage tickets. Fares for short distances, especially on branch-lines, are likely to be higher in proportion than those for long distances or on main lines. The extra rate for the palace-cars ($3\frac{1}{4}$ - $1\frac{1}{4}$ c. per mile) is low as compared with the difference between the first and third class fares in England, and the extra comfort afforded is very great. All railways sell tickets (single and return; 'excursion' or 'round trip' tickets) between important points at reduced rates. The thousand-mile tickets, from which the conductor collects coupons representing the number of miles travelled, are a convenient arrangement which European railways might do well to introduce. As the use of mileage tickets is governed by special regulations on each railway, the purchaser should make inquiries at the time of purchase, particularly as to the area within which the ticket is good. A distinction is frequently made between 'Limited' and 'Unlimited' tickets, the former and cheaper admitting of continuous passage only, without 'stopovers'; and the latter being available until used and admitting of 'stopovers' at any place on the route. — At the railway-stations, the place of the first, second, and third class waiting-rooms of Europe is taken by a *Ladies' Room*, to which men are also generally admitted if not smoking, and a *Men's Room*, in which smoking is usually permitted. Second-class waiting-rooms are now provided in some large cities.

Railway Terms. Among the American railway terms with which the traveller should be familiar (in addition to those already incidentally mentioned) are the following. Instead of the former 'Railroad' the word *Railway* is now universally used, while the word 'Road' alone is often used to mean railway. The carriages are called *Cars* or *Coaches*. The Conductor is aided by *Brakemen*, whose duties include attention to the heating and lighting of the cars. A slow train is called an *Accommodation* or *Way Train*. The *Ticket Office* is never called booking office. Luggage is *Baggage*, and is expedited through the *Baggage Master* (see below). *Luggage* is common for hand parcels. *Depot*, formerly very commonly used instead of station, is rapidly passing out of use, being replaced by *Station* or *Railway Station*; in many places the latter word 'station', when used alone, means police-station. Other terms in common use are: *turn-out* = siding; *bumper* = buffer; *box-car* = closed goods-car; *caboose* = guard's van; *freight train* = goods train, *cars* = train; *to pull out* = to start; *way station* = small, wayside station; *cow-catcher* = fender in front of engine; *switch* = shunt; *switches* = points.

Luggage. Each passenger on a Canadian railway is generally entitled to 150 lbs. of luggage ('baggage') free. The so-called *Check System* makes the management of luggage very simple. On arrival at the station, the traveller shows his railway ticket and hands over his impedimenta to the Baggage Master, who fastens a small metal or cardboard tag to each article and gives the passenger similar 'checks' with corresponding numbers. The railway-company then becomes responsible for the luggage and holds it until reclaimed at the passenger's destination by the presentation of the duplicate check. As the train approaches the larger cities, a *Transfer Agent* sometimes walks through the cars, undertaking the delivery of luggage and giving receipts in exchange for the checks. Each package being charged for separately it is more economical to have one large trunk instead of two or three smaller ones. The hotel-porters who meet the train will also take the traveller's checks and see that his luggage is delivered at the hotel. In the larger cities uniformed railway porters meet trains and assist passengers (fee expected), but they will not as a rule carry luggage to hotels. In starting, the trunks may be sent to the railway-station in the same way, either through a transfer-agent or the hotel-porter; and if the traveller already has his railway-ticket they may in some cases be checked through from the house or hotel to his destination. Baggage unaccompanied by its owner, may be sent to any part of the country by the *Express Companies* (mentioned throughout the text), which charge in proportion to weight and distance. The drawbacks to the transfer-system are that the baggage must usually be ready to be called for before the

traveller himself requires to start, and that some delay generally takes place in its delivery; but this may, of course, be avoided by the more expensive plan of using a carriage. Baggage may be insured with the Express Companies and the Tourist Agents.

Steamers. The extensive system of lakes, navigable rivers, and canals in Canada affords many opportunities of exchanging the hot and dusty railway for the cheaper and cooler method of locomotion by water. The steamers of the C.P.R., C.N.R., and C.S.L. on the Great Lakes (see RR. 57 a & c, 46) rank with the finest passenger-steamers for inland navigation in the world, and the boats of many other companies afford fairly comfortable accommodation. — For the oceanic steamboat-lines connecting Canada with the United States in summer, see R. 7.

Coaches are usually called *Stages* in Canada. The ordinary tourist will seldom require to avail himself of the stage-lines of Canada, for which he may be thankful, as the roads are generally rough, the vehicles uncomfortable, and the time slow. The fares are usually moderate. Horse-stages, however, are being gradually superseded by *automobiles*; but only a few of the automobile stage-routes may be considered important (comp. pp. 339, 380).

Carriages. Carriage-hire is generally somewhat lower in Canada than in the United States. Fares vary so much that it is impossible to give any general approximation, but the data throughout the text will give the traveller most of the information he requires on this point. When he drives himself in a 'buggy' or other small carriage, the charges are relatively much lower than when he employs a coachman. In all the larger cities taxi-cabs are competing with horse-cabs, and automobiles are generally used for excursions.

Electric Tramways. There are about 70 electric railways in Canada, with about 1750 M. of track. In 1919 they carried 686,124,263 passengers and 2,474,892 tons of freight. The most important are duly mentioned in the text.

IV. Plan and Season of Tour.

The PLAN OF TOUR must depend entirely on the traveller's taste and the time he has at his disposal. It is manifestly impossible to cover more than a limited section of so vast a territory in an ordinary travelling-season; but the enormous distances are practically much diminished by the comfortable arrangements for travelling at night (comp. p. xv). Among the grandest natural features of the country, which should certainly be visited if in any wise practicable, are Niagara Falls (R. 50), the mountain-scenery made accessible by the Canadian Pacific Railway from Banff to Vancouver (RR. 63, 66) or the Canadian National Railways from Edmonton to Vancouver or Prince Rupert (RR. 69, 68), and the Saguenay (R. 36). Less imperative than these, but also of great beauty and interest, are the St. Law-

rence from Kingston to Montreal (R. 46), the 'Land of Evangeline' (R. 20), the Timagami Region (R. 51, II), the Muskoka District (R. 53), the Great Lakes (R. 57), the Kootenay Region (RR. 62, 67), Lake St. John (R. 34), the St. John River and Grand Falls (RR. 11, 13), and the Bras d'Or Lakes (R. 19). Among cities the romantic 'ancient capital' of Quebec (R. 32) is first in attraction and should be included in even the most flying visit to Canada; but Montreal (R. 28), Toronto (R. 45), Halifax (R. 18), and St. John (R. 10) are all interesting in their different ways. Ottawa (R. 40), as the capital of the Dominion, should by all means be included, and Winnipeg (R. 60), the prosperous capital of Manitoba, also deserves a visit. The grand trip to Alaska (RR. 72, 73), though taking us beyond Canadian territory, forms a natural sequel to the journey across the continent and may be begun at the charming city of Victoria (p. 363), or at Vancouver (R. 70).

SEASON. The best months for travelling in Canada are, speaking generally, May, June, September, and October. For the mountain-region to the W. of Banff the month of August seems to be the driest and most favourable, although the smoke of forest-fires then occasionally veils the view. The winter-months have, however, characteristic attractions of their own and for purposes of sport are often, of course, the best (pp. lvii, lxiii). With proper equipment the traveller will find winter-travelling quite pleasant and easy; and, indeed, the only season that is really uncomfortable for the traveller is the thawing spell of early spring. In summer the Canadian forests are rendered very unpleasant by the gnats and other insects. The hotels, however, are generally protected from them by gauze blinds.

Where the territory included is so vast and the possible combinations of tours so endless, it may seem almost useless to attempt to draw up any specimen tours. The following, however, though not intrinsically better than hundreds of others, may serve to give the traveller some idea of the distances to be traversed. It is, perhaps, needless to say that the traveller will enjoy himself better if he content himself with a less rapid rate of progress than that here indicated.

a. A Week from Montreal.

	Days
<i>Montreal</i> (R. 28)	1½
<i>Montreal to Quebec</i> (RR. 30, 32)	2½
<i>Quebec to Lake St. John</i> (R. 34)	1
<i>Lake St. John back to Quebec via the Saguenay</i> (R. 36)	1½
<i>Quebec back to Montreal</i> (R. 30)	1½
	7

b. A Week in the Maritime Provinces.

<i>Halifax</i> (R. 18)	1
<i>Halifax via the Bras d'Or Lakes to Sydney and back</i> (R. 19)	3
<i>Halifax through the 'Evangeline Country' to Annapolis and Digby</i> (R. 20a)	1
<i>Digby to St. John</i> (RR. 20a, 10)	1½
	6½

[Or, instead of the Cape Breton trip, we may ascend the *River St. John* to *Fredericton* (R. 11a; 1 day) and return to St. John via *St. Andrews* (RR. 11b, 14; 2 days).]

c. A Fortnight from Toronto.

Days

Toronto (R. 45)	1
Toronto to Niagara by steamer (RR. 4-a, 50)	2-3
Niagara to Toronto via Hamilton (RR. 48 b & c)	1 1/2
Toronto to Montreal by the St. Lawrence (RR. 46, 28)	2 1/2
Montreal to Ottawa (RR. 39, 40)	1 1/2
Ottawa to North Bay (R. 56)	1 1/2
From North Bay to the Timagami and Cobalt Districts and back (R. 51, 11)	2
North Bay to Toronto, with a side trip into the Muskoka District (R. 51, 53)	3
	14-16

d. Three Weeks from Montreal.

Montreal to Quebec, Lake St. Jean, the Saguenay, and back as under a	7
Montreal to Ottawa, the Timagami District, the Muskoka District, and Toronto as above under c	8
Toronto to Niagara and back as above	3 1/2-4 1/2
Toronto to Montreal by the St. Lawrence as above (c)	1 1/2
	20-21

e. Five or Six Weeks from Montreal.

Montreal to Quebec, Lake St. Jean, the Saguenay, and back as under a	7
Montreal to Ottawa (RR. 39, 40)	2
Ottawa to Winnipeg (RR. 55, 59, 60)	3
Winnipeg to Calgary and Banff (RR. 61, 63)	4
Banff to Lake Louise and Field (R. 66)	3
Field to Glacier (R. 66)	2
Glacier to Vancouver (RR. 66, 69)	1
[or: Winnipeg to Edmonton (R. 64) 2 days	
Edmonton to Vancouver via the Selkirk and Pass (RR. 69, 70)]	
Vancouver to Victoria and back (R. 71)	3
Vancouver back to Port Arthur via the Kootenay Region (RR. 66, 67, 62, 61, 59)	5
Port Arthur to Toronto via the Great Lakes (via Port McNicoll or Sarnia, RR. 57 a & c; via Owen Sound, R. 52 a)	3
Toronto to Niagara and back as under c	3 1/2
Toronto to Montreal by the St. Lawrence as under c	1 1/2
	38

[Many travellers will prefer to vary their routes across the continent by returning through the United States (see Baedeker's *United States*). In this case they are advised to omit the portion of the Canadian Pacific Railway between Ottawa and Port Arthur and to reach the latter point via Toronto and the Great Lakes (comp. above under e).]

The Pedestrian is unquestionably the most independent of travellers, but there are few districts of Canada, such as Nova Scotia and Cape Breton, where walking-tours can be recommended. One of the chief impediments in Canada is the long distances between villages, and the absence of comfortable inns in small places. The extremes of temperature and the scarcity of well-marked footpaths also often offer considerable obstacles, while in the Far West a stranger on foot might be looked upon with suspicion or even be exposed to danger from the herds of semi-wild cattle.

For the Mountaineer Canada offers many possibilities with some well equipped headquarters (comp. p. 301) and, off the beaten track, even many virgin peaks in the Rockies and in the Torngats (p. 129). — Special information may be obtained from the British Columbia Mountaineering Club at Vancouver and from the Bureau of the Associated Mountaineering Clubs of North America in New York.

Motoring, see p. lxiv.

V. Hotels and Restaurants.

Hotels †. The quality of the Canadian hotels varies considerably in different localities. The best hotels of Montreal, Quebec, Toronto, Winnipeg, and Vancouver, those under the management of the Canadian Pacific and the Canadian National Railways (at Ottawa, Port Arthur, Calgary, Banff, etc.), and a few at fashionable watering-places (such as St. Andrews and Murray Bay) leave little opening for criticism. There are also fair hotels at Halifax, St. John, and some of the other large cities. The hotels in the smaller towns and in the country districts can seldom be classed as good. A distinct process of improvement is, however, perceptible. The charges are less than those of the hotels of the United States (comp. below); \$3-4 will probably be found the average rate on an ordinary tour. The comforts often afforded by the smaller and less pretentious inns of the old country can seldom be looked for from Canadian houses of the second or third class, and the traveller who wishes to economize will find boarding-houses (see p. xxi) preferable. The food is generally abundant, but the cuisine and quality vary greatly (comp. p. xxi). The service is often excellent, and in this respect Canadian hotels are, perhaps, superior, class for class, to those of the United States.

The rates given below include all the ordinary requirements of hotel-life, and no separate charge for service is made. Hot and cold water is now usual in all large hotels. As a rule, the price of a bedroom includes access to a general bathroom but the extra charge for a private bath may exceed \$1 a day. The custom of giving fees to the servants is usual in all large hotels, and increasingly so in smaller ones.

The large hotels of Canada are more or less managed on the *European Plan*, the price for a room being from \$1½ upwards, or one may choose between the *European Plan* and the *American Plan*. The latter alone, in which a fixed charge is made per day for board and lodging, varying mostly according to the room, is the system usually prevalent in smaller houses. The rate varies from about \$6 per day in the best houses down to \$1½ per day in the smaller towns and country districts. Reductions are sometimes made for a prolonged stay, etc., while very much higher prices may be paid for extra accommodation. Throughout the Handbook the insertion of a price behind the name of a hotel together with the abbreviation 'R.' (R. from \$1½) means its rate on the European plan, whereas the mere insertion of a price (\$4) indicates the American plan. — In hotels on the American system the meals are usually served at regular hours (a latitude of about 2 hrs. being allowed for each). The daily charge is considered as made up of four items (room, breakfast, luncheon, and dinner), and the visitor should see that his bill begins with the first meal he takes. Thus, at a \$4 a day house, if the traveller arrives before dinner and leaves after breakfast the next day, his bill will be \$3; if he arrives after dinner and leaves after breakfast, \$2; and so on. No allowance is made for absence from meals. Dinner is usually served at night, except in very small places.

On reaching the hotel, the traveller enters the *Office*, a large and often comfortably fitted-up apartment, used as a general rendezvous and smok-

† 'The American Travel & Hotel Directory' (New York) and 'The Hotel Red Book of Canada' (Toronto) are useful annual publications.

ing room, not only by the hotel-guests, but often also by local residents. On one side of it is the desk of the *Hotel Clerk*, who keeps the keys of the bedrooms, supplies unlimited letter-paper gratis, and is supposed to be more or less omniscient on all points on which the traveller is likely to require information. Here the visitor enters his name in the 'register' kept for the purpose, and has his room assigned to him by the clerk, who details a 'bell-boy' to show him the way to his room and carry up his hand-baggage. If he has not already disposed of his 'baggage-checks' in the way described at p. xvi, he should now give them to the clerk and ask to have his trunks fetched from the station and sent up to his room. If he has already parted with his checks, he identifies his baggage in the hall when it arrives and tells the head-porter what room he wishes it sent to. On entering the dining-room the visitor is shown to his seat by the head-waiter, instead of selecting the first vacant seat that suits his fancy. The table-waiter then hands the guest the menu of the day, from which (in hotels on the American plan) he orders what he chooses. The key of the bedroom should always be left at the office when the visitor goes out. Large hotels generally contain a barber's shop, railway-ticket, express, and livery offices, book-stalls, a boot black-stand, etc. The charge for newspapers at the hotel book-stalls is generally higher than that of the newsboys.

The following hints may be useful to hotel-keepers who wish to meet the tastes of European visitors. The wash-basins in the bedrooms should be much larger than is generally the case. Two or three large towels are preferable to half-a-dozen small ones. A carafe or jug of fresh drinking-water (not necessarily iced) and a tumbler should always be kept in each bedroom.

Boarding Houses. For a stay of more than a day or two the visitor will sometimes find it convenient and more economical to live at a *Boarding House*. These abound everywhere and can easily be found on enquiry. No house should be patronized, especially if ladies are of the party, unless vouched for as respectable. The Y. M. C. A. and the Y. W. C. A. keep reliable lists; and the 'Travel-ler's Aid' representative (generally a woman) at large railway-stations may be relied upon. The rates of boarding-houses vary from about \$7 a week upwards. These establishments often receive transient guests and are generally preferable to inferior hotels.

Restaurants. In some of the large cities the traveller will find a few fair restaurants, but, as a rule, he will do well to take his meals at his hotel or boarding-house. Restaurants are attached to all hotels on the European plan (p. xx).

Soup, fish, poultry, game, and sweet dishes are often good; but beef and mutton are sometimes inferior to those of England. Oysters, served in a great variety of styles, are large, plentiful, and comparatively cheap. Iced water is the universal beverage, and a cup of tea or coffee is included in all meals at a fixed price. The retail sale of liquors of all kinds is now prohibited in Canada except in the province of Quebec. Restaurants which solicit the patronage of 'gents' should be avoided. The meals on dining-cars and 'bullet cars' are usually preferable to those at railway-restaurants. As a rule, smoking is not allowed in restaurants, though the custom of smoking at meals is increasing. Tipping the waiter is expected, and is practically universal, in first-class restaurants. Cafés, in the European sense, are hardly found in Canada, but the name is often used as the equivalent of restaurant.

VI. Post and Telegraph Offices.

Post Office. The postal service of Canada is carried on by the Dominion Government, and its regulations are essentially similar to those of Great Britain, though the practice of delivering letters at the houses of the addressees has not been extended to all the smaller towns or rural districts. The service is, perhaps, not quite so prompt and accurate. The supply of letter-boxes is generally abundant, but the number of fully equipped post-offices is much lower (proportionately) than in England. Stamps are sold at all hotels.

	Canada, United States, Mexico	United Kingdom and Brit. Possessions	Other Postal Union Countries
<i>Post Cards</i>	1 c. and 1 c. war tax.	3 c.	
<i>Letters</i>	2 c. for first oz., each addit. oz. 1 c.; and 1 c. war tax.	3 c. per oz. and 1 c. war tax.	10 c. for first oz., each addit. oz. 5 c.
<i>Newspapers</i>	1 c. per 4 oz.		1 c. per 2 oz.
<i>Books, Photos, etc.</i> . . .		1 c. per 2 oz.	
<i>Patterns and Samples</i> .	1 c. per 2 oz.	2 c. for first 4 oz., 1 c. for each addit. 2 oz.	

LETTERS. *Local* or 'Drop' Letters 2 c. — In some of the large cities where the free delivery system is in use, immediate delivery of letters by special messenger may be obtained by affixing to a letter a 'special delivery stamp' (10 c.) or postage stamps to the value of 10 c. in addition to the ordinary postage. In the latter case the upper left-hand corner of the envelope should be marked 'Special Delivery'.

PARCELS (limit of weight 11 lbs.). Rates vary within Canada from 5 c. to 12 c. per lb. To the United Kingdom 20 c. for the first lb., 16 c. for each additional lb.; a customs declaration of contents and value must be filled up at the post-office by the sender.

REGISTRATION. All classes of mail matter may be registered for a fee of 10 c. in addition to postage.

INTERNATIONAL REPLY COUPONS are issued at 6 c. each.

MONEY ORDERS. *Domestic Money Orders* (including Newfoundland and United States) are issued by money-order post-offices, for any amount up to \$100, at the following rates: for sums not exceeding \$5, 4 c.; \$5-10, 7 c.; \$10-30, 12 c.; \$30-50, 17 c.; \$50-75, 27 c.; \$75-100, 32 c. — *Foreign Money Orders* (including Great Britain) cost 12 c. for each \$10, the limit being \$100.

Telegraph Offices. The telegraph business of Canada to the West of Quebec is mainly in the hands of the *Great North-Western Telegraph Co.* (controlled by the C.N.R.) and the *Canadian Pacific Railway Co.*, while the Maritime Provinces are served by the *Western Union Telegraph Co.* and the *Postal Telegraph Co.* of New York. The rates within the Dominion vary from 25 c. to \$1 per 10 words, and to the United States from 40 c. per 10 words upwards. The rates

to the United Kingdom from points in Eastern Canada is 25 c. per word. 'Day letters' and 'night letters', not exceeding 50 words, are transmitted at special rates. — **TELEPHONES.** The Bell Telephone Co. extends over Ontario, Quebec, and Manitoba, while other concerns serve the Maritime Provinces and British Columbia. In the W. provinces the provincial governments have acquired many local lines and are improving and extending the service.

VII. Chief Dates in Canadian History.

- 1492. *Columbus* discovers the islands of *America*.
- 1497. *Cabot* discovers the E. coast of N. America (comp. p. 53).
- 1498. *Cabot* discovers *Hudson Strait*.
- 1534. *Jacques Cartier* enters *Chaleur Bay* (p. 89) and formally annexes the country in the name of King Francis I. ('New France').
- 1535. *Cartier* ascends the *St. Lawrence* (pp. 135, 156).
- 1541-3. First unsuccessful attempts at settlement (p. 153).
- 1603. First landing of *Samuel de Champlain* at *Quebec* (p. 156)
- 1604-5. *Port Royal (Annapolis)* founded (p. 75).
- 1608. Renewed visit of *Champlain*. Foundation of *Quebec*, the first permanent settlement of Canada (p. 153)
- 1610-11. *Hudson*, on his fourth voyage, explores *Hudson Bay* and *James Bay* and is sent adrift by his mutinous crew.
- 1615. The first Christian missionaries, the *Récollet Fathers*, reach *Quebec*.
- 1625. *Jesuits* arrive at *Quebec* (p. 167).
- 1629. *Quebec* taken by the English (p. 156).
- 1632. *Canada* and *Acadia* restored to France.
- 1633. *Champlain* (d. 1635) made first Governor of New France.
- 1642. *Ville Marie (Montreal)* founded by *Maisonneuve* (p. 136).
- 1654. *Acadia* taken by the English.
- 1659. *François Xavier de Laval*, afterwards (1674) the first Canadian bishop, arrives at *Quebec* as Vicar-Apostolic.
- 1663. *Canada* becomes a French Crown Colony.
- 1667. *Acadia* again restored to France.
- 1670. *Hudson's Bay Co.* founded (p. 279).
- 1672. *Frontenac* appointed Governor of New France (white population about 6700). Served till 1682 (but comp. below).
- 1678. *Hennepin* visits *Niagara Falls* (p. 235).
- 1682. *De la Barre*, Governor.
- 1685. *Marquis de Denonville*, Governor.
- 1689. *Frontenac* (d. 1698) re-appointed Governor. — Massacre of whites by the *Iroquois* at *Lachine* (p. 220).

+ This list is largely based on that in 'The Canada Year Book' (p. lxxix), with additions by Mr. W. D. Le Sueur and the Editor.

1690. *Sir Wm. Phips*, with a squadron from New England, captures Port Royal but is repulsed at Quebec (p. 156).
 1710. Capture of *Port Royal* by the New Englanders (p. 76).
 1713. Acadia (Nova Scotia), Hudson Bay Territory, and Newfoundland given to England by the Treaty of Utrecht. — *Louisburg* founded by the French (p. 70).
 1739. Population of New France 42,700.
 1745. *Louisburg* taken by the New Englanders (p. 70).
 1748. *Louisburg* restored to the French in exchange for Madras.
 1749. *Halifax* founded (p. 51). — *Fort Rouillé* (Toronto) built (p. 209).
 1755. Expulsion of the Acadians from Nova Scotia (p. 73).
 1756. War between Great Britain and France.
 1758. *Louisburg* finally captured by the English (p. 70).
 1759. *Fort Niagara* taken by the British. — *Wolfe* wins the *Battle of the Plains of Abraham* and Quebec is captured (p. 156).
 1760. Victory of the French at *Ste. Foye* (p. 164). — Surrender of *Montreal* (p. 136). — Canada (pop. 70,000) surrendered to the British.
 1763. Formal cession of 'Canada with all its dependencies' to Great Britain, by the Treaty of Paris (Feb. 10th). — *Gen. J. Murray* appointed Governor in Chief.
 1768. *Gen. Sir Guy Carleton* (afterwards *Lord Dorchester*) appointed Governor in Chief.
 1769. *Prince Edward Island* made a separate province (p. 98).
 1773. Suppression of the order of Jesuits in Canada.
 1774. Passage of the '*Quebec Act*', giving the French Canadians the free exercise of the Roman Catholic religion and the protection of their own civil laws and customs and providing for the administration of the criminal law as used in England and for the appointment of a Legislative Council by the Crown.
 1775. Outbreak of the *American Revolution* and invasion of Canada by the Americans; capture of *Montreal* (p. 136) and unsuccessful attack on Quebec (p. 157).
 1776. American forces withdraw from Canada.
 1783. *Second Treaty of Paris* and definition of the frontier between Canada and the United States. Foundation of *St. John* by the Loyalists (p. 29).
- The population of Canada at this time, including the Maritime Provinces, was about 165,000. It has been estimated that about 40,000 United Empire Loyalists — i.e. inhabitants of the United States who remained loyal to the British Crown — migrated into Canada within a few years after the second Treaty of Paris (comp. pp. 47, 209).
- North-West Fur Company* formed at *Montreal* (p. 279).
 1784. *New Brunswick* made a separate province (p. 37).
 1791. Passage of the '*Constitutional Act*', dividing the province

of Quebec into *Upper* and *Lower Canada* (comp. p. 211) and providing each with a popular representative body (Legislative Assembly) in addition to a nominated Legislative Council.

- 1792. First meeting of the parliaments of Upper Canada (at *Newark*; p. 225) and Lower Canada (at *Quebec*).
- 1793. Slavery abolished in Upper Canada. — *York* (*Toronto*) founded and (1796) made capital of Upper Canada (p. 209).
- 1803. Prince Edward Island settled by *Lord Selkirk's* colonists (p. 98).
- 1806. Pop. of Upper Canada 70,718; of Lower Canada 250,000.
- 1811. Lord Selkirk's settlement of the Red River Valley (p. 277).
- 1812. War between Great Britain and the United States. *Detroit* captured by the Canadians (Aug. 16th). — *Battle of Queens-ton Heights* (Oct. 13th; p. 226).
- 1813. *York* (*Toronto*) captured and burned by the Americans (April 27th). — British victories at *St.oney Creek* (June 5th; p. 228) and *Beaver Dams* (June 24th; p. 229); American victory at *Moraviantown* (Oct. 5th); battle of *Chateauguay* (Oct. 26th; p. 17). American defeat at *Crysler's Farm* (Nov. 11th).
- 1814. Battle of *Lundy's Lane* (July 25th; p. 239). — War ended by the *Treaty of Ghent* (Dec. 24th). — Population of Upper Canada 95,000; of Lower Canada 335,000.
- 1818. *London Convention*, regulating the rights of Americans in the British North American Fisheries.
- 1821. Amalgamation of the Hudson's Bay Co. and North-West Fur Co. (p. 279).
- 1831. Phrase '*Family Compact*' comes into use to designate the oligarchic opposition to the popular demand for responsible government. — Population of Upper Canada 236,702; of Lower Canada 553,431.
- 1836. Opening of the first railway in Canada (p. 136).
- 1837-8. *Canadian Rebellion* (Wm. Lyon Mackenzie; Papineau; comp. pp. 189, 209, 240).
- 1838. Lord *Durham*, appointed Governor in Chief and High-Commissioner of Canada, prepares an important Report on the Canadian situation, recommending, *inter alia*, a Federal Union of all the Provinces and the introduction of responsible government. He returns to England (Nov. 1st), on account of disallowance of ordinance respecting rebel prisoners and fugitives.
- 1839. Lord *Sydenham*, Governor in Chief.
- 1841. *Union Act* (passed by British Parliament in 1840), making one province of Upper and Lower Canada, with equality of representation, goes into effect, with the understanding that Government is to be 'responsible' to the

- Provincial Legislature (comp. p. xxviii). — Death of Lord Sydenham from an accident; *Sir Charles Bagot*, Governor in Chief. — Population of Upper Canada 455,688.
1843. *Sir Charles Metcalfe*, Governor in Chief.
1844. *Montreal* made seat of Government. — Population of Lower Canada 697,084.
1846. *Lord Elgin*, Governor in Chief.
1849. Riots in Montreal over the passage of the Rebellion Losses Bill; Parliament House burned. Seat of Government transferred in consequence to *Toronto*.
1851. Postal system transferred from the British to Provincial Government. — Seat of Government moved to *Quebec*. — Pop. of Upper Canada 952,004; of Lower Canada 890,264; of New Brunswick 193,800; of Nova Scotia 276,854.
1852. Commencement of the *Grand Trunk Railway*.
1854. Lord Elgin succeeded by *Sir Edmund Head*. *Reciprocity Treaty* with the United States (to last ten years).
1857. *Ottawa* selected as the capital of Canada.
1858. Decimal system of currency adopted. — *British Columbia* constituted a Crown Colony.
1861. *Viscount Monck* succeeds Sir E. Head. — Population of Upper Canada 1,396,091; of Lower Canada 1,111,566; of New Brunswick 252,147; of Nova Scotia 330,857; of Prince Edward Island 80,857.
1864. *Convention* at Charlottetown (Sept. 1st), on the union of the three Maritime Provinces, adjourned to Quebec (Oct. 10-29th), at the instance of the Canadian Government, to consider the larger question of the union of all the British North American Provinces (comp. below).
1865. Seat of Government transferred to *Ottawa* (comp. above).
1866. Fenian invasion of Canada. Encounter at *Ridgeway* (Ont.). — Union of *Vancouver Island* with *British Columbia*.
1867. The *British North America Act* passed by the Imperial Parliament, effecting a union of the provinces of Canada, Nova Scotia, and New Brunswick under the name of the *Dominion of Canada*. The names of Upper and Lower Canada are changed to *Ontario* and *Quebec*. *Lord Monck* is first Governor-General of the Dominion; *Sir John A. Macdonald* (d. 1891), first Premier.
1868. *North-West Territories* purchased by the Dominion from the Hudson's Bay Co. — *Lord Lisgar*, Governor-General.
- 1869-70. *Red River Rebellion* quelled by *Col. Wolseley* (see p. 277).
1870. Province of *Manitoba* admitted to the Confederation.
1871. *Treaty of Washington*. — *British Columbia* joins the Confederation. — Population of the Dominion 3,635,000.
1872. *Earl of Dufferin*, Governor-General.

1873. *Prince Edward Island* joins the Confederation. — Sir J. Macdonald is succeeded by Mr. *Alexander Mackenzie* (Liberal).
1876. *Intercolonial Railway* opened from Quebec to Halifax.
1877. *St. John* (N. B.) devastated by great fire (p. 29). — First exportation of wheat from Manitoba to the United Kingdom.
1878. *Marquis of Lorne*, Governor-General. — The Liberal Government defeated on the tariff, and the Conservatives, under Sir *John Macdonald*, return to power.
1879. Adoption of a protective tariff.
1880. Sir *Alec. Galt* (p. 223) appointed first Canadian High Commissioner in London.
1881. Population of the Dominion 4,324,810.
1882. *Royal Society of Canada* established by Marquis of Lorne. — Provisional districts of Assiniboine, Saskatchewan, Athabaska, and Alberta formed (comp. p. 286).
1883. *Marquis of Lindsay*, Governor-General.
1885. *Second Red Rebellion* (p. 317). — *Canadian Pacific Railway* across the continent completed.
1888. *Lord Stanley of Preston* (afterwards *Earl Derby*), Governor-General. — Treaty for the settlement of the Fisheries Dispute signed at Washington (Feb. 15th), but rejected by the U. S. Senate (Aug.).
1891. Population of the Dominion 4,833,239.
1893. *Earl of Aberdeen*, Governor-General. — Dispute about the *Bering Sea Seal Fisheries* settled by a Court of Arbitration meeting in Paris.
1896. Sir *Donald Smith* (*Lord Strathcona*; d. 1914), High Commissioner in London. — Liberals return to power under (Sir) *Wilfrid Laurier* (d. 1919; p. 188). — Discovery of extensive deposits of gold in the Klondike District (p. 387).
1898. The *Yukon District* established as a separate territory (p. 386). — *Earl of Minto*, Governor-General. — Canadian Government grants preferential tariff on British goods.
1899. First Canadian contingent leaves for *South African War*.
1901. Population of the Dominion 5,371,315. — The present King and Queen as Duke and Duchess of Cornwall and York visit Canada.
1903. *Alaska Boundary Treaty* (see p. 372).
1904. *Earl Grey*, Governor-General.
1905. Provinces of *Saskatchewan* and *Alberta* created (p. 287).
1907. Collapse of *Quebec Bridge* (p. 96). — First message by wireless telegraphy between Canada and the United Kingdom.
1908. Branch of *Royal Mint* established at Ottawa. — Celebration of *Quebec Tercentenary* (comp. p. 156).
1910. North Atlantic Coast Fisheries Arbitration.
1911. *Duke of Connaught*, Governor-General. — Conservatives return to power under (Sir) *R. L. Borden*. — Inauguration

- of Ontario Hydro-Electric Power Transmission System (p. 211). — Population of the Dominion 7,206,643.
1912. Boundaries of *Quebec*, *Ontario*, and *Manitoba* enlarged (p. 287).
- 1914-18. War against Germany and her Allies.
1916. Houses of Parliament at Ottawa (p. 192) destroyed by fire. — *Duke of Devonshire*, Governor-General.
1917. *Quebec Bridge* completed (p. 96). — Dominion Government acquires the Canadian Northern Railway. — Disastrous explosion at *Halifax* (p. 52).
1918. *Canadian National Railways* (p. xiv) and *Canadian Government Merchant Marine* established.
1919. Peace Treaty with Germany signed by Canadian ministers at Versailles (June 28th). — *Prince of Wales* visits Canada. — Acquisition of Grand Trunk and Grand Trunk Pacific Railways (p. xiv) by Dominion Government approved by Parliament (comp. p. xiv).
1920. Opening of Parliament in the New Buildings (p. 192). — The *Rt. Hon. Arthur Meighen*, Premier. — Canada represented at first meeting of League of Nations at Geneva.
1921. Imperial Conference in London (June). — General *Lord Byng of Vimy*, Governor-General. — Completion of Queenston-Chippawa Canal at Niagara Falls Power Plant (comp. p. 226). — Liberals return to power under *Hon. Mackenzie W. L. King*. — Population of the Dominion 8,714,000.

VIII. The Constitution of Canada.

By

the late *Sir J. G. Bourinot*, K.C.M.G., D.C.L., LL.D.
Clerk of the House of Commons of Canada†.

THE BRITISH NORTH AMERICA ACT, which received the assent of the Queen on the 29th of March, 1867, and came into force by royal proclamation on the 1st of July in the same year, gave a constitutional existence to the Dominion of Canada, which, at that time, comprised only the four provinces of *Ontario* and *Quebec* — previously known as *Upper* and *Lower Canada* — and *Nova Scotia* and *New Brunswick*. In the course of the succeeding six years, the provinces of *British Columbia* and *Prince Edward Island* were added to the Union, and a new province, under the name of *Manitoba*, was carved out of the North West Territory. This vast *North West Territory* was, after the purchase of the rights of the Hudson's Bay Company in Rupert's Land, formally transferred to the Dominion

† Events since this article was written for the original edition of the Handbook (1894) have necessitated a few verbal and other changes.

by an Imperial order in Council (June 23rd, 1870), and the three provinces of *Manitoba* (1870), *Alberta* (1905), and *Saskatchewan* (1905) have been created out of the territory so acquired. The remainder of the territory, at first divided into the provisional districts of *Keewatin*, *Yukon*, *Franklin*, *Mackenzie*, and *Ungava* (comp. p. 286), was in 1912 further subdivided, Ungava being annexed to Quebec and the limits of Ontario and Manitoba extended to Hudson Bay (comp. p. 287).

Previous to the passage of the British North America Act, all the then existing provinces (with the exception of Manitoba — which, as just stated, was a subsequent creation — and the old colony of British Columbia, on the Pacific Coast) were in the possession of a complete system of parliamentary government, in all essential respects a transcript of the British system. Each province was governed by a Lieutenant-Governor, a Legislature of two Houses, and an Executive Council, whose members continued in office only as long as they possessed the support of the majority in the Legislative Assembly, or popularly elected branch of the legislature. They had for years possessed complete control of their local and provincial affairs, subject only to the sovereignty of the Imperial State. In all the provinces the criminal law and the judicial system of England prevailed. The common law of England was also the basis of the jurisprudence of all the provinces, except Quebec, where nearly a million of French Canadian people were speaking the French language (1,605,339 in 1911), professing the Roman Catholic religion, and adhering to the *Coutume de Paris* and the general principles of the civil law, as they obtained it from their ancestors, who first settled the province of Canada. Accordingly, when the terms of Union came to be arranged in 1864 by delegates from the several provinces of British North America, it was found necessary to establish a federation bearing many analogies to that of the United States, in order to meet the wishes of the people of these provinces, especially of French Canada, and to preserve all those local institutions, with which the people had long been familiar, and which they could not be induced, under any circumstances, to hand over to the sole control of one central Parliament. The resolutions of the Quebec conference were embodied in addresses of the several Legislatures of the provinces to the Imperial Parliament. These resulted in the passing of the British North America Act of 1867, now the fundamental law of the whole Dominion, setting forth the territorial divisions, defining the nature of the executive authority, regulating the division of powers, directing to what authorities these powers are to be confided, and providing generally for the administration and management of all those matters which fall within the respective jurisdictions of the Dominion and the Provinces. In accordance with this constitution, Canada has now control of the government of the vast territory stretching

from the Atlantic to the Pacific to the N. of the United States, and is subject only to the sovereignty of the King and the Parliament of Great Britain in such matters as naturally fall under the jurisdiction of the supreme and absolute authority of the sovereign State.

CONSTITUTIONAL AUTHORITIES OF THE DOMINION GOVERNMENT.
If we come to recapitulate the various constitutional authorities which now govern the Dominion in its external and internal relations as a dependency of the Crown, we find that they may be divided for general purposes as follows:

The King.

The Parliament of Great Britain.

The Judicial Committee of the Privy Council.

The Government of the Dominion.

The Governments of the Provinces.

The Courts of Canada.

While Canada can legislate practically without limitation in all those matters which do not affect Imperial interests, yet sovereign power, in the legal sense of the phrase, rests with the government of Great Britain. Canada cannot of her own motion negotiate treaties with a foreign State, as that is a power only to be exercised by the sovereign authority of the Empire. In accordance, however, with the policy pursued for many years towards self-governing dependencies — a policy now practically among the 'conventions' of the constitution — it is usual for the Imperial Government to give all the necessary authority to distinguished Canadian statesmen to represent the Dominion interests in any conference or negotiations affecting its commercial or territorial interests. The control over peace and war still necessarily remains under the direct and absolute direction of the King and his great Council. In 1919 Canadian Ministers signed the Peace Treaties with Germany and Austria on behalf of Canada. The Dominion became an original member of the League of Nations, and in Washington it is to be represented by an Ambassador. The appointment of the Governor-General rests absolutely with the King's Government. The same sovereign authority may 'disallow' any Act passed by the Parliament of Canada which may be repugnant to any Imperial legislation on the same subject applying directly to the Dominion, or which may touch the relations of Great Britain with foreign Powers, or otherwise seriously affect the interests of the Imperial State. The Judicial Committee of the King's Privy Council is the Court of last resort for Canada as for all other parts of the British empire, although that jurisdiction is only exercised within certain limitations consistent with the large measure of legal independence granted to the Dominion. Canada is now represented on this Imperial Court of Appeal. As it is from the Parliament of Great Britain that Canada has derived her constitution, so it is only through the agency of the same sovereign authority that any amendment can be made to that instrument.

The Preamble of the British North America Act, 1867, sets forth that the provinces are 'federally united', with a constitution 'similar in principle to that of the United Kingdom'. The model taken by Canadian statesmen was almost necessarily that of the United States, the most perfect example of federation that the world had yet seen, though they endeavoured to avoid its weaknesses in certain essential respects. At the same time, in addition to the general character of the provincial organizations and distribution of powers, and other important features of a federal system, there are the methods of government, which are copies, exact copies in some respects, of the Parliamentary Government of England. We see this in the clauses of the British North America Act referring to the executive authority, the establishment of a Privy Council, and the constitution of the two Houses of the Dominion Parliament. More than that, we have, in conjunction with the legal provisions of the British North America Act, a great body of unwritten law; that is to say, that mass of 'conventions', understandings, and usages which have been long in practical operation in England and govern the relations between the Crown and its advisers, the position of the Ministry and its dependence on the Legislature, and otherwise control and modify the conditions of a system of English Parliamentary government.

The various authorities under which the government of the Dominion is carried on may be defined as follows:—

1. The *King*, in whom is legally invested the executive authority; in whose name all commissions to office run; by whose authority parliament is called together and dissolved, and in whose name bills are assented to and reserved. He is represented for all purposes of government by a *Governor-General*, appointed by His Majesty in Council and holding office during pleasure, in practice usually for five years; responsible to the Imperial Government as an Imperial Officer; having the right of pardon for all offences, but exercising this and all executive powers under the advice and consent of a responsible ministry. The salary of the Governor-General (\$50,000) is paid by Canada. His residence is Ottawa.

2. A *Ministry* composed of 16-20 members of a *Privy Council*; having seats in the two Houses of Parliament; holding office only whilst commanding a majority in the popular branch; acting as a council of advice to the Governor-General, responsible to parliament for all legislation and administration. On matters of high importance the Dominion Prime Minister now communicates directly with the Prime Minister of the United Kingdom.

3. A *Senate* composed of 96 members appointed by the Crown for life in certain proportions from each province, though removable by the House itself for bankruptcy or crime; having co-ordinate powers of legislation with the House of Commons, except in the case of money or tax bills, which it can neither initiate nor amend, though it may reject them; having no power to try impeachments;

having the same privileges, immunities, and powers as the English House of Commons when defined by law.

4. A *House of Commons* of 241 members elected for five years on the very liberal systems of franchise existent in the several provinces; liable to be prorogued and dissolved at any time by the Governor-General on the advice of the Cabinet; having alone the right to initiate money or tax bills; having the same privileges, immunities and powers as the British House of Commons when defined by law.

5. A *Dominion Judiciary* composed of a Supreme Court of a chief justice and five puisne judges, acting as a Court of Appeal for all the Provincial Courts; subject to have its decisions reviewed on Appeal by the Judicial Committee of the King's Privy Council in England, its judges being irremovable except for cause, on the address of the two Houses to the Governor-General. There is also an Exchequer Court (with one judge), with original exclusive jurisdiction in all suits against the Crown, and also authorized to act as a Colonial Court of Admiralty.

According to the agreement of Dec. 6th 1921 Ireland is to have a Dominion status on the Canadian model.

THE GOVERNMENT OF THE PROVINCES. The several authorities of government in the Provinces may be briefly described as follows: —

1. A *Lieutenant-Governor* appointed by the Governor-General in Council, practically for five years; removable by the same authority for cause; exercising all the powers and responsibilities of the head of an executive, under a system of parliamentary government; having no right to reprieve or pardon criminals.

2. An *Executive Council* in each province, composed of certain heads of departments, varying from five to twelve in number; called to office by the Lieutenant-Governor; having seats in either branch of the local legislature; holding their positions as long as they retain the confidence of the majority of the people's representatives; responsible for and directing legislation; conducting generally the administration of public affairs in accordance with the law and the conventions of the constitution.

3. A *Legislature* composed of two Houses — a Legislative Council and an Assembly — in two provinces (Quebec and Nova Scotia), and of only an Assembly or elected House in the other provinces. The Legislative Councillors are appointed for life, by the Lieutenant-Governor in Council, and are removable for the same reasons as Senators; cannot initiate money or tax bills, but otherwise have all powers of legislation; cannot sit as Courts of Impeachment. The Legislative Assemblies are mostly elected for five years; liable to be dissolved at any time by the Lieutenant-Governor, acting under the advice of his Council; elected on equal suffrage in all the provinces except Quebec.

4. A *Judiciary* in each of the provinces, appointed by the Governor-General in Council: removable only on the address of the two Houses of the Dominion Parliament.

As regards the remaining territories (see p. xxix), it is provided by the British North America Act that the Dominion is to exercise complete legislative control. The administration of the North-West Territories is entrusted to a Commissioner appointed by the Governor in Council; and the latter is also empowered to appoint an advisory Council of not more than four members. The Commissioner in Council may also be entrusted by the Governor in Council with certain limited legislative powers. In consequence of the influx of a large population of gold-seekers, the territory of Yukon has been placed under special provisions of government. A Commissioner and judges are appointed by the Dominion Government, under authority given by the Canadian Parliament: assisting the Commissioner is an elective Council of three members.

DISTRIBUTION OF POWERS BETWEEN THE DOMINION AND PROVINCIAL AUTHORITIES. These powers are enumerated in sections 91, 92, 93, and 95 of the fundamental law. The 91st section gives exclusive jurisdiction to the Parliament of the Dominion over all matters of a general or Dominion character, and section 92 sets forth the exclusive powers of the provincial organizations. The classes of subjects to which the exclusive authority of the Dominion Parliament extends are enumerated as follows in the Act:—

The public debt and property. The regulation of trade and commerce. The raising of money by any mode or system of taxation. The borrowing of money on public credit. Postal service. Railways. Census and statistics. Militia, military, and naval service and defence. The fixing of and providing for the salaries and allowances of civil and other officers of the Government of Canada. Beacons, buoys, and lighthouses. Navigation and shipping. Quarantine and the establishment and maintenance of marine hospitals. Sea-coast and inland fisheries. Ferries between a province and a British or foreign country, or between two provinces. Currency and coinage. Banking, incorporation of banks, and the issue of paper-money. Savings-banks. Weights and measures. Bills of exchange and promissory notes. Interest. Legal tender. Bankruptcy and insolvency. Patents of invention and discovery; copyrights. Indians and lands reserved for the Indians. Naturalisation and aliens. Marriage and divorce. The criminal law, except the constitution of the Courts of Criminal jurisdiction, but including the procedure in criminal matters. The establishment, maintenance, and management of penitentiaries; and lastly, 'such classes of subjects as are expressly excepted in the enumeration of the subjects assigned by the Act exclusively to the Legislature of the provinces'.

On the other hand, the exclusive powers of the provincial legislatures extend to the following classes of subjects: —

The amendment from time to time, notwithstanding anything in the Act, of the constitution of the province, except as regards the office of Lieutenant-Governor. Direct taxation within the province to raise revenue for provincial purposes. The borrowing of money on the sole credit of the province. The establishment and tenure of provincial offices and appointment and payment of provincial officers. The management and sale of the public lands belonging to the province, and of the timber and wood thereon (except in Alberta and Saskatchewan). The establishment, maintenance, and management of public and reformatory prisons in and for the province. The establishment, maintenance, and management of hospitals, asylums, charities, and eleemosynary institutions in and for the provinces other than marine hospitals. Municipal institutions in the province. Shop, saloon, tavern, and auctioneer and other licenses, in order to the raising of a revenue for provincial, local, or municipal purposes. Local works and undertakings other than such as are of the following classes: — (a) Lines of steam or other ships, railways, canals, telegraphs, and other works and undertakings connecting the province with any other of the provinces, or extending beyond the limits of the province; (b) Lines of steamships between the province and any British or foreign country; (c) Such works as, though wholly situate within the province, are before or after their execution declared by the Parliament of Canada to be for the general advantage of Canada or for the advantage of two or more of the provinces. The incorporation of companies with provincial objects. Solemnisation of marriage in the province. Property and civil rights in the province. The administration of justice in the province, including the constitution, maintenance, and organization of provincial courts, both of civil and criminal jurisdiction, and including procedure in civil matters in those courts. The imposition of punishment by fine, penalty, or imprisonment, for enforcing any law of the province made in relation to any matter coming within any of the classes of subjects above enumerated. Generally all matters of a merely local or private nature in the province.

Then, in addition to the classes of subjects enumerated in the sections just cited, it is provided by section 93 that the Legislatures of the provinces may exclusively legislate on the subject of education, subject only to the power of the Dominion Parliament to make remedial laws in case of the infringement of any legal rights enjoyed by any minority in any province at the time of the Union (or since acquired by Provincial legislation) — a provision intended to protect the separate schools of the Roman Catholics and the Protestants in the provinces. The Dominion and the provinces may also concurrently make laws in relation to immigration and agri-

culture, provided that the Act of the province is not repugnant to any Act of the Dominion Parliament; and under section 94 the Dominion Parliament may provide for the uniformity of laws relative to property and civil rights in Ontario, Nova Scotia, and New Brunswick. In the Dominion Parliament and in the public press wide differences of opinion have arisen as to the proper interpretation and application of the educational clauses of the British North America Act.

The statesmen who assembled at Quebec believed it was a defect in the American constitution to have made the national government alone one of enumerated powers and to have left to the States all powers not expressly taken from them. For these reasons mainly the powers of both the Dominion and the Provincial Governments are stated, as far as practicable, in express terms, with the view of preventing a conflict between them; the powers that are not within the defined jurisdiction of the Provincial Governments are reserved in general terms to the central authority. In other words, 'the residuum of power is given to the central instead of to the provincial authorities'. In the British North America Act we find set forth in express words:

1. The powers vested in the Dominion Government alone.
2. The powers vested in the Provinces alone.
3. The powers exercised by the Dominion Government and the Provinces concurrently.
4. Powers given to the Dominion Government in general terms.

The conclusion we come to after studying the operation of the Constitutional Act, until the present time, is that while its framers endeavoured to set forth more definitely the respective powers of the central and local authorities than is the case with the Constitution of the United States, it is not likely to be any more successful in preventing controversies constantly arising on points of legislative jurisdiction. The effort was made in the case of the Canadian constitution to define more fully the limits of the authority of the Dominion and its political parts; but while great care was evidently taken to prevent the dangerous assertion of provincial rights, it is clear that it has the imperfections of all statutes, when it is attempted to meet all emergencies. Happily, however, by means of the Courts in Canada, and the tribunal of last resort in England, and the calm deliberation which the parliament is now learning to give to all questions of dubious jurisdiction, the principles on which the federal system should be worked are, year by year, better understood, and the dangers of conflict lessened.

The perpetuation of the Canadian constitution and the harmony of the members of the Confederation rest in a large measure on the Judiciary of Canada, just as the constitution of the United States owes much of its strength to the legal acumen and sagacity of a great constitutional lawyer like Chief Justice Marshall, and of the able

men who have, as a rule, composed the Federal Judiciary. The instinct of self-preservation and the necessity of national union must in critical times prevail over purely sectional considerations, even under a federal system, as the experience of the United States has conclusively shown us; but, as a general principle, the success of confederation must rest on a spirit of compromise, and in the readiness of the people to accept the decisions of the Courts as final and conclusive on every constitutional issue of importance.

IX. Geographical and Geological Sketch,

with notes on Minerals, Climate, Immigration, and Native Races,

by the late *George M. Dawson, C.M.G., LL.D., F.R.S.*,

Director of the Geological Survey of Canada.†

The name of Canada was first applied by Jacques Cartier, the discoverer of the St. Lawrence, to a limited tract of country in the vicinity of the Indian village of Stadacona, now the city of Quebec. It is a name of native origin and of disputed meaning, but is generally believed to have merely denoted a collection of houses — a village. At a later date, it was employed to designate all the early settlements of France along the valley of the lower St. Lawrence, and still later it became that of a great tract of country including what now forms the provinces of Quebec and Ontario, previously known as Lower and Upper Canada respectively. When to Canada, thus constituted, the Maritime Provinces were politically united in 1867, the name became a general one, and it was subsequently still further extended, with the growth of the Dominion, so as to embrace the whole of the North-West Territories and British Columbia. Thus, at the present time, the **Dominion of Canada** includes all parts of British North America excepting the island of Newfoundland, with its dependency of Labrador, which still remains a separate colony.

The above is a matter of nomenclature, but in following the history of the occupation and growth of the country, it will be found that the extension of the old name, first applied to the vicinity of Quebec, was governed by the ruling physical features of the N. part of the American continent. Thus the existence of the River St. Lawrence, with that of its great estuary and the gulf, naturally resulted in the individuality of the Dominion of Canada, by affording a highway of exploration and trade which extended into the very heart of the continent and along which explorers and traders had already penetrated very far, before the knowledge of the settlers of New England had extended much beyond the Appalachian Mountain ranges.

† Some alterations have been made in this sketch by *Mr. James White*, *Dr. H. M. Ann*, and by the Editor, in order to bring it up to date.

Geographically, Canada and the Island of Newfoundland may be considered together, the area of the whole of British North America being, according to the latest computations, about 3,770,000 sq. M. This is somewhat greater than that of the United States with Alaska, and slightly less than that of Europe.

Though more complicated than the United States in its physiography and particularly in the outlines of its coast, Canada is simpler in this respect than Europe. The same or very similar types of geological structure, with their accompanying and dependent features of surface form, are very widely extended. Great distances may be traversed without any notable change of conditions, and no examination of a single province suffices to give an idea of the whole.

For the purposes of the present very brief and general description, Canada may be treated of under three main divisions or regions, naturally contrasted not only in their present appearance but in respect also to their geological history. These are (1) an *Eastern Region*, (2) a *Central Region*, and (3) a *Western Region*.

The **Eastern Region** may be defined as extending from the Atlantic coast to Lake Superior, and is farther bounded to the W. by a chain of great lakes which extends from the vicinity of the W. end of Lake Superior to the Arctic Ocean near the mouth of the Mackenzie River. This is characterized by a diversified surface, which is scarcely ever really mountainous, and was originally a great forest land, save in the extreme N., where the rigour of the climate prevents arboreal growth. — The **Central Division** lies between the W. boundary of the last and the E. base of the Rocky Mountain region. It is a great interior continental plain, which runs northward, with narrowing dimensions, to beyond the Arctic circle. Its S. part consists of open prairies, its N. of woodland. — The **Western Division** is the Cordilleran belt, the wide mountainous border of the continent on the Pacific side, with very varied and very bold topography.

These divisions, based alone on physiographical conditions, are very unequal in size, the eastern being much the largest and constituting in fact more than one-half of the whole area. It includes, in its S. parts, all the older and thickly settled provinces of the Dominion, and requires, therefore, to be further subdivided and spoken of in somewhat greater detail.

The Eastern Region of Canada, as above defined, is composed almost entirely of very ancient rocks belonging to the Archæan and Palæozoic divisions of geologists. Throughout the later geological ages, these rocks, fully consolidated and set, have remained exempt from important disturbance or folding; but have been subjected to very prolonged processes of waste and wear, so that the surface features and relief of the whole region, as now seen, are the resultant of such denudation. The harder and more resistant rocks form the

higher points. Beginning in the Labrador peninsula, running round to the S. of Hudson Bay and thence N.W. to the Arctic Ocean, is a broad belt of crystalline rocks of great antiquity, which may be regarded as constituting the nucleus (or protaxis) of the N. American continent, and forming the ruling feature of all this E. division of Canada. Its surface, as it exists at present, forms a vast irregular and hummocky plateau, the so-called Laurentian plateau, which seldom exceeds 1500 ft. in elevation. It culminates at the N.E. margin in the Torngat Mountains (about 6000 ft.; comp. p. 129), a ridge of rugged surface greatly dissected by the marginal tongues of the Labrador inland ice in Glacial time. Except in the valleys of its S. parts and in the great alluvial deposits of the James Bay Basin, the Laurentian plateau offers little attraction to the agriculturist, as the greater part of its extent is but scantily and irregularly furnished with an indifferent sandy soil. It is pre-eminently characterized by its immense number of lakes, large and small, and by its irregular and winding rivers with numerous rapids and falls. By these waterways it may be traversed in light canoes in almost any direction. From the upper Ottawa, Gatineau, Lièvre, and St. Maurice Rivers, rising within its area, a great part of the important timber product of Canada is brought.

The Appalachian Mountain system, which gives form to the E. coast of the United States, is continued with reduced height through the Maritime or Acadian provinces of Canada and an adjacent portion of the province of Quebec to the S. of the St. Lawrence. The highest ridges of this system in Canada are the Shickshock Mountains (p. 89), which border the lower estuary of the St. Lawrence and terminate in the promontory of Gaspé. Ridges of hard and often crystalline rocks belonging to the same system of elevation traverse New Brunswick; while Nova Scotia may be regarded as a parallel elevation of identical character.

Nova Scotia is connected with the mainland by a neck of low land (p. 84). A part of its shores upon the Bay of Fundy, together with Prince Edward Island, in the Gulf of St. Lawrence, are composed of rocks newer than those generally characteristic of the E. division of Canada. These are referable to the Permian and Triassic ages of geologists, and in the Annapolis valley (p. 75) as well as in Prince Edward Island support some of the most fertile farming-regions of the Acadian provinces. The surface of the Acadian provinces, though varied and uneven, is nowhere high. The most elevated ridges in Nova Scotia seldom exceed 1000 feet, while Prince Edward Island is everywhere low. The most striking feature of the Acadian provinces is their irregular and deeply indented coast-line — particularly marked in Nova Scotia — resulting in the importance of the fishing and maritime industries generally in these provinces.

Newfoundland, in its geological structure and topography, is entitled to be classed as a terminal portion of the Appalachian

system or range, but by reason of its N. situation is less fertile than the Acadian provinces of Canada, while its fisheries are relatively more important (comp. p. 105).

The great valley of the St. Lawrence lies between the ridge-like elevations of the Appalachian system on one side and the base of the Laurentian plateau (p. xxxviii) on the other. The provinces of Quebec and Ontario bordering upon it are thus especially attached to the hydrographic basin of the St. Lawrence, though a small portion of this basin is included within the limits of the United States.

Above the city of Quebec, the base of the Laurentian highlands and the ridges of the Appalachian system diverge, and the river flows through an extensive low country — the St. Lawrence plain — of which the greater width lies on the S.E. side of the river. This plain extends to Kingston (p. 217), near the outlet of Lake Ontario, and to Ottawa (p. 190), on the river of the same name, and in all comprises an area considerably exceeding 10,000 sq. M. It is based on horizontal beds of Ordovician rocks, generally limestone, and is a region of notable fertility, which for many years after the first settlement of Canada constituted its great granary. At Montreal, and in the plain to the S. and E., conspicuous and rather abrupt elevations of small extent (the so-called 'Monteregian Hills', comp. p. 143) occur, which represent the basal remnants of volcanic vents of great antiquity breaking through the flat-lying rocks.

Near the outlet of Lake Ontario, a narrow neck of the Laurentian country, constituting the 'Frontenac Axis', crosses the St. Lawrence, forming there the picturesque Thousand Islands (p. 218). Beyond this point, and to the S. of a line drawn from it to the N. part of Georgian Bay on Lake Huron, lies the most fertile and densely populated portion of the province of Ontario, forming a great peninsula and bounded to the S. and W. by lakes Ontario, Erie, and Huron, with their connecting waters. This may again be described in general terms as an extensive plain, for its elevations, though higher than any of those met with in the lower St. Lawrence plain proper, never exceed 1800 ft. above the sea-level and are nowhere abrupt. Its area is approximately 26,000 sq. M. Its soil is almost everywhere fertile, and in its S. part the climate admits of the successful culture on a large scale of grapes, peaches, maize, and other crops requiring a long summer season with considerable warmth. Like the St. Lawrence plain it is based on flat or gently inclined rocks of the Palæozoic age, including strata from the Ordovician to the Devonian period, besides glacial and other 'drift' of the Pleistocene age.

The Great Lakes, forming the perennial reservoirs of the St. Lawrence, and constituting one of the most remarkable geographical features of North America, have an aggregate area somewhat exceeding that of Great Britain, or 94,750 sq. M. They stand at four dis-

tinet levels above the sea, as follows: — Ontario 246 ft., Erie 572 ft., Huron and Michigan 580 ft., Superior 602 ft. Of the difference in height between lakes Erie and Ontario, 167 ft. is accounted for by the falls of Niagara. The mode of formation of these vast fresh-water basins has been the subject of much discussion and difference of opinion, but in all probability they have been gradually excavated by the denuding action of an ancient system of rivers, which, at a time when the continent stood higher than it now does, have formed extensive valleys by the gradual removal of the surface of their drainage-basins. Subsequent changes of level, together with the irregular deposition of superficial materials during the Glacial Period, which have not acted uniformly on different parts of the surface, have resulted in the flooding of these old basins. That extensive changes of level have occurred, is evidenced by the fact that the beds of some of the lakes are now considerably below the present sea-level. The honeycombed rocks constantly brought up by fishing nets from the bottom of (*e.g.*) Lake Huron also go to prove that the dissolving or gradual decomposition of the rock-materials has been a powerful factor in forming lake-basins.

Beginning with the ancient nucleus of the Laurentian plateau, it will be observed that newer formations of Palæozoic age accumulated about its margins. At a later date these were ridged up and folded on the line of the Appalachians, while parts of them, now forming the plain of the St. Lawrence valley, remained comparatively undisturbed. Long after these events, and when the whole E. division of Canada already constituted a stable dry land, a great inland sea extended through the centre of the continent from the Gulf of Mexico to the Arctic Ocean. It is unnecessary to endeavour to follow the whole history of this sea, of which the earlier stages are yet imperfectly known; but in the Cretaceous period, at approximately the time when the chalk-formations of Europe were being laid down, great horizontal beds of sediment were being deposited in this central region. At the close of this period, the deposits ceased to be marine, and wide shallow lakes and estuaries were formed in which beds differing somewhat in character were produced. Together, these beds, scarcely disturbed from their original horizontal position, but more or less indurated, form the floor of the great inland plain which has been referred to as the Central Division of Canada. To some extent the original deposits have been cut away by rains and rivers, and in the latest geological period they have been very generally strewn with superficial materials due to the glacial epoch. Because of the still nearly horizontal position of these beds and their small degree of induration, the interior region of the continent is especially characterized by uniformity and want of salient relief.

Along the S. boundary of this part of Canada, the inland plain has a width from E. to W. of nearly 800 M. From the Red River

and Winnipeg Lake, near its E. border, it may be described in the main as rising gradually toward the base of the Rocky Mountains, from a height of 700-800 ft. above the sea-level to elevations of 3000-4000 ft. Plateaus or ridges, which reach some height, here and there locally diversify its surface, and of these, that bordering Manitoba and Winnipegosis Lakes is the most notable. It is further rather markedly divided by lines of escarpment, or sudden rise, into three *Steppes* or '*Prairie Levels*', differing somewhat in character; but in the main it is a nearly uniform plain, cut through by the deep valleys of several rivers and their many tributaries which flow down its long and light slope to the lakes at its E. edge. This description applies chiefly to the S. part of the inland plain of Canada. Farther to the N. it is generally lower, and is drained almost exclusively by the Great Mackenzie River, which debouches on the Arctic Sea.

A line extended from the S. end of Lake Winnipeg to Edmonton (p. 310) on the North Saskatchewan, and thence in a S. direction to the base of the Rocky Mountains, approximately defines the N. limit of the open prairie country. The borders of the prairie and woodland are very intricate in detail and even where the plains themselves are entirely treeless, belts of timber are usually found in the deep valleys of the larger streams. But to the N. of this line the surface is generally wooded, and prairie areas are comparatively small and exceptional. The soil, as might be anticipated from the geological conditions, is almost everywhere exceedingly fertile, but the natural prairie land offers much greater inducements to the agriculturist than does the forested area. The primary cause of the absence of trees from a large part of the interior continental plain, is undoubtedly the scanty rainfall of its W. and central tracts; but the prairie has been extended by recurring fires far beyond the limits thus imposed. This has been the case particularly in the Canadian portion of this plain. To the S. of the International boundary, most of the region between the 100th Meridian and the Rocky Mountains is too arid for ordinary agriculture, but to the N. of that line the arid region is found in a modified form and constitutes but a narrow strip, while that of sufficient rainfall runs completely round it to the N., forming a continuously fertile region from Manitoba to the Rocky Mountains. Irrigation is being carried on successfully in the semi-arid part of the Canadian plain, and will, it is hoped, ultimately divest it of its present treeless character but 'dry-farming' seems to offer the only solution of the problem in the areas where irrigation is too costly.

The third of the divisions under which a broad sketch of the physiographical features of Canada is here attempted, is naturally a very well-defined one, embracing the wide belt of generally mountainous country that separates the central plain of the Continent from the Pacific Coast. In approaching the W. margin of the region

of plain and prairie, the rugged outline of the Rocky Mountains gradually rises above the horizon. Towards the base of these mountains the heretofore flat-lying strata of the plain are affected by a series of parallel folds giving rise to a corresponding system of ridges and subordinate elevations known as the '*Foot-Hills*'; but the width of this intermediate region is seldom more than about 20 M. The main range of the Rocky Mountains proper, though not perfectly continuous, runs in a nearly direct line from the S. boundary of Canada to the Arctic Ocean, which it reaches, though in a reduced form, a little to the W. of the mouth of the Mackenzie. This range forms the E. border of the great Cordilleran belt, which has an average width in Canada of about 400 M. and is a region of folding and upturning of rocks on a gigantic scale. The periods at which these disturbances of the earth's crust have occurred are comparatively recent in geological history, the Cordilleran mountains which have resulted from them standing in much the same relation, in respect to the older Appalachian Mountains and the still older Laurentian highlands of the E., as do the Alps in Europe to the mountains of Wales and the Archæan ranges of Scandinavia respectively. Because of their comparative newness and the relatively small time to which they have been subjected to natural processes of waste and wear, the mountains are here bold and high and the scenery in general truly Alpine in character.

The whole S. part of the Canadian Cordillera, as far N. as the 60th parallel, is politically included in the provinces of British Columbia and Alberta, while its N. portion is in Yukon Territory and in the W. half of the North-West Territories of Canada. The intricacies of its component mountain systems have as yet been imperfectly ascertained and but a portion of the whole has been subjected to survey, but its ruling features are nevertheless well known. The Rocky Mountains proper on its E. side, and the Coast Ranges, which border the Pacific, may be regarded as its most important because its most continuous elements. Between these bordering ranges lie less continuous, but in the main nearly parallel systems of mountains, which in some places are closely crowded together, while in others they separate in such a manner as to admit considerable areas of plateau land or low country. Of such areas the Interior Plateau of British Columbia is the most important and best known. This has a width of about 100 M., with a length (from the vicinity of the 49th parallel to about $55^{\circ}30'$) of nearly 500 M. Its mean elevation is about 3500 ft., but it is by no means uniform in this respect, and can indeed only be described as a plateau by contrast with the more elevated mountain tracts which bound it. Omitting from consideration other minor areas of plateau or low country, we find, far to the N., another extensive and relatively low country about the headwaters of the Yukon, in which isolated ranges of mountains of moderate height appear irregularly.

The Pacific coast of the Cordilleran region, included in British Columbia and in part of Alaska, is remarkably intricate, recalling in its outlines the well-known coast of Norway. It is dissected by long and very deep and sinuous fjords which penetrate far into the Coast Ranges, while innumerable islands lie off it. Resulting from the last-mentioned circumstance is the fact that an almost continuously sheltered line of navigation exists from the S. end of Vancouver Island to Cross Sound in Alaska, a distance of over 800 M. This route, along the shores of British Columbia and Alaska, is that generally followed by the coasting steamers (see R. 72), and it abounds in fine scenery, though the most striking landscapes — those existing far up the several fjords — are seldom seen by the ordinary traveller or tourist. Beyond the main line of the coast and its immediate fringe of islands, Vancouver Island and the Queen Charlotte Islands may be regarded as constituting the unsubmerged and outstanding portions of an outer mountain range.

The drainage system of the Cordilleran belt is remarkably complicated. Near the S. boundary of Canada, a narrow portion of its E. part is tributary to branches of the Saskatchewan and Athabaska Rivers. Farther to the N., the width of that portion which drains to the E. increases, till the Peace, Liard, and Peel Rivers are found to draw much of their waters from country lying to the W. of the Rocky Mountains proper and to cut completely through this range. Beyond the 60th degree of latitude, the Cordilleran region declines gradually to the N.W. and is drained in that direction by branches of the Yukon, which eventually unite, and the resulting river, turning to the W., traverses the whole breadth of Alaska and discharges into Bering Sea. The Fraser River, with a total length of about 700 M., and the Columbia, 1150 M. long (465 M. in Canada), are the most important of those of the S. part of the Canadian mountain region.

All these streams follow very sinuous and indirect courses, and they are generally swift, broken by numerous falls and rapids, and in consequence unsuited for continuous navigation.

The line of the Canadian Pacific Railway which besides the Yellowhead Pass route of the Canadian National Railways (comp. RR. 68, 69) crosses the Cordilleran region of Canada is the most frequently used by the ordinary traveller, and the S. part of the province of British Columbia which is thus traversed, is its best known part. It may thus assist in forming a conception of the features of this region, which is so interesting from many points of view, briefly to note in their order the main features there found: —

The Rocky Mountains proper have in this part of their length a width of about 60 M. They are chiefly composed of Palæozoic rocks, among which limestones largely preponderate, and they justify the name by the abundance of bare, bold peaks, many of which exceed 10,000 ft. in height. But as the valleys and passes by which the range is traversed stand at levels of from 4000 to over 5000 ft.,

the actual height of these mountains does not appeal to the eye so forcibly as that of some lower ranges which rise from the level of the sea.

After descending to the great valley called the 'Rocky Mountain Trench' (see p. 328) through which the upper waters of the Columbia and its tributary the Kootenay flow in opposite directions, the N. end of the Purcell Range is skirted and, immediately beyond, the Selkirk Range is crossed. The valleys are here narrower, and the mountains, rising close at hand, are remarkably picturesque and truly Alpine in character. The highest known summits in this range somewhat exceed 11,000 ft. A descent is then again made to the Columbia in a lower part of its course, after which the Gold Range, a less elevated and less picturesque mountain system, is crossed. This and the Selkirk range are notable examples of the discontinuous mountain systems already alluded to which lie between the main bordering ranges of the Cordillera.

From the W. flanks of the Gold Range, after passing the Shuswap Lakes — which may be taken as typical of many important lakes of the Cordillera — the Interior Plateau of British Columbia is traversed. The wide valleys which here characterize this plateau are often very fertile, though irrigation (depending on the streams which are copiously supplied by the drainage of the higher levels) is generally necessary to ensure successful agriculture and fruit-growing. The barrier formed by the Coast Ranges, which interrupt the W. moisture-bearing winds, accounts for the comparative aridity of much of this region, as well as for its wide tracts of treeless country spread along the slopes of the valleys and over some of the higher parts of the plateau where cattle and horses find abundant and nutritious pasture.

Leaving the plateau country, the line of railway next traverses the Coast Ranges by following the Fraser River, which in a series of cañons and gorges has cut its way to the Pacific. Many summits in this bordering system of mountains attain 7000 or 8000 ft. above the sea, while some reach a height of 9000 ft.

Mineral Wealth. Closely connected with the geological structure of the country is the occurrence of mineral substances of economic value, and next to its physical features (also dependent on its geological constitution), the distribution of such minerals is one of the ruling factors in regard to the determinations of centres of population. It is here only possible to mention a few of the more important facts in connection with the mineral resources of Canada†.

Coal, of the age of the Productive Coal Measures of the Carboniferous system, is found and extensively mined in Nova Scotia,

† For details, see reports of the *Geological Survey of Canada*, Ottawa.

particularly in the vicinity of Springhill, near Pictou, and in Cape Breton (Sydney, Inverness). In New Brunswick (p. 37), and in Newfoundland (p. 104), coal of the same character, but so far as known in much less quantity, is again found, and in the former province also petroleum and natural gas occur (p. 37).

In the Provinces of Quebec and Ontario coal is wanting, but in the Ontario Peninsula *Petroleum* is found, though the output is decreasing. *Natural Gas* occurs in Ontario abundantly on the N. shore of Lake Erie. These combustible materials are derived from rocks of Devonian, Silurian, and Ordovician age, older than the Carboniferous system.

In the Prairie Provinces coal occurs in the following four formations of the Cretaceous: Paskapoo (Alta.) and Laramie (Sask.), Edmonton, Belly River, and Kootenay.

Coal of the three upper formations mentioned grade from lignite to low grade bituminous, and underlie vast tracts of the great interior plain of Canada, where, because of their undisturbed condition and proximity to the surface, they are often very easily worked. The Kootenay coal formation outcrops near the base of the Rocky Mountains, and, on account of faulting, the different coal fields are parallel to each other and to the general trend of the mountains. The coal is a good grade of bituminous coal, but in the Cascade coal-basin, near Banff (comp. p. 304), it has been altered to semi-anthracite.

In British Columbia, excellent bituminous coal of Cretaceous age is worked on Vancouver Island (comp. p. 362). Fuels of the same kind occur in the Queen Charlotte Islands (p. 356), where anthracite is also found. In the inland portions of British Columbia, both bituminous coals and lignites (the latter of Tertiary age) are represented. The line of the Canadian Pacific Railway via the Crowsnest Pass (comp. p. 297) traverses one of these inland coal basins, of high-grade coal, with seams up to 30 ft. in thickness, which supplies the smelters of Kootenay (B.C.), Montana, and Idaho with excellent coke. — Extensive beds of Cretaceous coal exist in the Yukon (p. 385) but have been exploited only to a slight extent. — *Petroleum* also occurs in Alberta and in the Mackenzie District (comp. p. 314) of the North-West Territories, where development has recently begun. Large productive *Natural Gas* fields are at Bow Island (p. 295), Medicine Hat (p. 290), and other localities.

It will be observed that both coasts of Canada are well supplied with coal, where it offers itself readily to commercial purposes and facilitates communication by sea. The whole coal and lignite bearing area of Canada which has already been approximately defined has been estimated to contain 1,234,000 million tons of coal.

For the year 1919 the total value of the production of coal in Canada was \$ 54,051,720 (13,586,300 tons), of petroleum \$ 744,677 (240,970 barrels), of natural gas \$ 4,071,572 (21,750,091 thousand cubic ft.).

Gold, in the form of auriferous quartz veins, is worked to a small extent in Nova Scotia and from alluvial deposits in Quebec. In the W. part of Ontario (comp. p. 210), particularly in the vicinity of the Lake of the Woods and Rainy Lake, gold has also been mined. In N. Ontario lies the extremely rich district of Porcupine (see p. 248) to which the province owes its leading position among the gold-producing provinces of the Dominion. In British Columbia (comp. p. 365) alluvial or 'placer' mining, once the only method applied, is still profitably carried on in the N. part of the province but is now surpassed by lode-mining. The output of the once famous Klondike placers (see p. 387) in Yukon Territory is on the decline. The total production of gold in the Dominion in 1919 amounted to 767,167 oz. of a value of \$ 15,858,749.

Silver, in greater or less quantity, is usually associated with the ores of lead. In Ontario mines in the vicinity of Thunder Bay (see p. 265) have produced a considerable amount of silver, and are now worked again; but the most important district which has made the province one of the great silver-producing countries is that of Cobalt (p. 246), where large masses of native silver are associated with cobalt, nickel, and arsenic. In British Columbia (comp. p. 365) silver occurs mostly with lead and zinc, one of the most important mining regions being the Kootenay district (pp. 343, 345). In 1919 the Dominion yielded 15,675,134 oz. of silver worth \$ 17,418,522. Other promising regions lie in the country to the N.

Nickel which reached the value of \$ 17,817,181 in 1919 is almost wholly worked in the Sudbury district (see p. 256), while smaller quantities are supplied by the Cobalt district (see above), etc.

Copper (total output in 1919 in Canada: 75,124,653 lbs. worth \$ 14,041,549). The chief supply of this metal in the Dominion is obtained from British Columbia (see p. 365) next to which in importance ranks the Sudbury district (p. 256) in Ontario, while smaller quantities are recovered from the copper sulphides in the Eastern Townships of Quebec and the Yukon (p. 387). Lately discoveries of important deposits of sulphide have been made in Manitoba, and the native copper deposits round Bathurst Inlet in the North-West Territories may in time prove of great value.

Iron Ores are found in abundance and of many different kinds. Apart from the deposits in Newfoundland (comp. p. 104) which may be mentioned in this connection these ores are worked to a limited extent in Nova Scotia, Quebec, Ontario, and British Columbia.

Ores of *Lead* and *Zinc* are also widely distributed, especially in British Columbia (comp. p. 365).

Without endeavouring to enumerate the many mineral products of minor importance, the following, which have already attracted considerable attention commercially, and which in some instances occur in Canada under peculiar conditions, may be specially alluded to: — *Asbestos*. Extensively worked in Quebec (comp. p. 158). —

Mica. Worked particularly on the Quebec side of the Ottawa River, between the Gatineau and Lièvre, and in Ontario. — *Apatite* (*Phosphate*) occurs in the Ottawa Valley (p. 189), but only very little is produced owing to the high cost of extraction. — *Plumbago* or *Graphite*. Widely distributed; but the most important known deposits are those found in the region last referred to and in the same rocks of the Laurentian system. — *Cerundum*, the *Emery* of commerce, and ranking next to the diamond in the scale of hardness, occurs in considerable quantity in S. E. Ontario. — *Salt*. Obtained from bored wells, in the form of brine, in the W. part of the Ontario peninsula. — *Gypsum*. Occurring in great abundance in Nova Scotia and New Brunswick (p. 48), and also in parts of the Ontario peninsula. It is worked in all three provinces. — *Platinum* occurs in the nickel-copper ores of Sudbury (see p. xlvii), and a small quantity is recovered from alluvial deposits in association with gold in British Columbia (comp. p. 344).

Structural materials, including *Building Stones* of all kinds, *Slate*, *Clay* suitable for brick-making, etc., are abundant, and their production annually represents an important part of the total mineral product of the country. It is not possible here even to designate the many varieties met with, the purposes to which they are applied, or the particular localities from which they come. Marbles, serpentines, granites, and other crystalline rocks afford many ornamental stones suitable for architectural uses.

The total value of the mineral products of Canada in 1918 amounted to \$ 211,301,897 and in 1919 to \$ 173,145,913.

Climate. The climate of Canada as a whole is of the 'Continental' type, with strongly contrasted temperatures between the summer and winter months; the only notable exception to this being found in a comparatively narrow strip along the Pacific coast, to the W. of the Coast Ranges of British Columbia. That part of Canada which has already been referred to for convenience as the E. division or region, is everywhere characterized by hot summers, with cold winters, during which snow lies upon the ground continuously for several months and most of the rivers and lakes are ice-bound. St. John's (Newfoundland), Halifax (Nova Scotia), and St. John (New Brunswick) are the principal ports on the Atlantic side which remain open to commerce throughout the year. The rainfall of all this region is seasonable and ample from the point of view of agriculture. The moisture-bearing winds come chiefly from the S.E., while both in summer and winter, dry winds from the N.W. are characteristic.

The central region, being farthest from the influence of any sea, presents the greatest range of temperature as between the summer and winter months, the difference between the means of these seasons often amounting to about 70° Fahr. One of the chief factors in tempering the climate of the fertile prairie of the interior is

the fact that Hudson Bay, a vast body of salt water, 567,000 sq. M. in area, does not freeze over in winter. As already stated, the rainfall is here comparatively light, particularly in the S. portion of the great plain. To this central region, the greater part of the Cordilleran belt may, in respect to climate, be attached; for though not far distant from the Pacific, the humid winds arriving from that ocean are effectively barred out or deprived of their moisture by the continuous elevations of the Coast Range. In the Cordilleran country, however, the bold topographical features cause the climate to vary much as between places not far removed and the conditions do not thus possess the uniformity of those of the great plains, and in the lower valleys the summer is longer and much less severe than is the case on the plains.

The territory which borders on the Pacific has, as already indicated, an oceanic climate with small range in temperature and very copious precipitation, particularly in the autumn and winter months. At Victoria, situated on the S. end of Vancouver Island, the climate much resembles that of the S. of England. Snow seldom lies upon the ground for more than a few days in winter, while in some seasons hardy plants continue to bloom throughout the winter, and the thermometer has scarcely ever been known to touch zero of Fahrenheit.

What has been said above of the climate of Canada refers to the S. and inhabited part of the great area of the Dominion. Far to the N., Arctic conditions prevail — a rigorous winter of extreme length with a short but warm summer.

A noteworthy difference exists between the E. and W. parts of Canada in corresponding latitudes. Places on the E. or Atlantic coast have much lower mean temperatures than those found in the same degree of latitude in Europe; while on the Pacific coast, the conditions are more nearly like those of Europe and again very different from those of the Atlantic coast. The causes of these differences are rather complicated. They depend in part on the direction of the prevailing winds, in part on the circumstance that while the E. coast of North America is chilled by a cold Arctic current, the temperature of the W. sea is maintained above the normal by a warm current, flowing past Japan and making the circuit of the North Pacific. The result of these combined conditions is, however, important, for while in the E. the agriculturally valuable part of the country is somewhat strictly limited to the S., it becomes extremely wide in the W.; rendering it pretty evident to the speculative geographer, that when the country shall have become fully peopled in accordance with its natural capabilities, the greater part of its population will lie to the W. of its central line. In this respect Canada differs from the United States, in which the natural conditions seem to imply that the balance of population will continue to be in favour of that part of the continent to the E. of its central line.

From the description given above, it will be obvious that Canada is separable, by physical and climatic conditions, into regions which run approximately N. and S., with the general trend of the North American continent. The line of division between Canada and the United States is a somewhat arbitrary one, and each of the natural divisions is continued to the S. by a region more or less resembling it. The course of trade, or the exchange of products, thus takes an E. or W. direction, and the means of communication once provided, the diversity of conditions forms in itself the strongest material bond of union between unlike parts.

Immigration. Canada has as yet only begun to realize the possibilities of her position and her abundant natural resources. Before the completion of the Canadian Pacific Railway, the great plains of the West and the province of British Columbia were exceedingly remote from the older and more thickly peopled provinces of the East. They were reached with difficulty, and the means of transporting the products of the interior to the markets of the world were primitive or absent. The great area of prairie land, so eminently adapted to the growth of grain and the sustenance of domestic animals, necessarily lay fallow; while, with the exception of gold obtained from the superficial deposits and beds of streams and coal adjacent to the coast, the mineral wealth of British Columbia remained unknown or unworked. All this is now in process of change. The vast fertile area of the interior of the continent is being more and more opened up by new railways and is being peopled by immigrants from Europe, from the E. provinces of Canada itself, and from the United States, the Government and the railway companies offering every inducement to the intending settler. In the year ending March 21st, 1920, the total number of immigrants into Canada was about 120,000, approximately half British and half American. The export of wheat, cattle, and other agricultural products from Manitoba, Alberta, and Saskatchewan is already large and is yearly growing in importance, and before many years, the last region of North America where free grants of land suitable for the growth of wheat can be obtained, will be owned and occupied throughout. In the broken country of British Columbia, the 'prospector' pursues his search for ores even in the farthest recesses of the mountains, and in the vicinity of the railway numerous mining-enterprises have been already established.

To the immigrant unskilled in mining or other special pursuits, but not afraid of hard work, the farming and 'ranching' lands of the Western Provinces are the most attractive. It cannot be denied that many difficulties have to be faced by a newcomer, particularly if ignorant of the methods of farming usually practised in Canada; but the rapidly rising tide of immigration from the British Isles and the United States proves that the value of the 'wheat lands' of the Canadian West has been recognized. By those accustomed to agricul-

ture and with a certain amount of capital, lands already under cultivation may often be purchased in the E. provinces of the Dominion at moderate rates, and the difficulties of a first establishment on new land thus obviated.

Native Races. The native races of North America are generally referred to as *Indians*, a misnomer of early date which it is now impossible to eradicate. These people had, before the date of the discovery of the New World by civilized man, penetrated to and occupied every part of the continent; but where the natural resources available to them were small, the population remained exceedingly scanty, and a few families often required a vast tract of country for their support by the rude methods of hunting and fishing which, as a rule, were alone known to them. Within the limits of Canada no architectural monuments are met with resembling those remaining in Mexico, Central America, and Peru, as the result of the labour of the half-civilized races of these regions. A few burial mounds, an occasional surviving outline of some fortified work, with graves and scattered implements of stone or bone, constitute the traces of all former generations of the aborigines. In parts of the provinces of Ontario and Quebec, some rude agriculture was attempted by the natives even in prehistoric times, while on the W. coast substantial wooden lodges were built and a rudimentary form of art was manifested in the design of tools and implements and in carvings in wood. Elsewhere the inhabitants were little removed from the plane of savagery. The conditions of life were hard, and the circumstances for the development of a better constituted society were wanting. Wars and midnight forays between adjacent tribes make up such legendary history as has survived, and in the absence of any means of chronicling events, history even of this kind soon lapsed into mythology.

The Indians were divided into almost innumerable tribes, with distinctive names; but by means of a study of their language it becomes possible to unite many of these under wider groups, which the tribal units would not themselves have recognized.

Of these groups the *Eskimo* are the most northern and in many respects the most homogeneous. They held and still hold the whole Arctic littoral from Labrador to Bering Sea, but never spread far inland. In 1917 their number was estimated at 3296.

To the S. of the Eskimo two great races divided between them the greater part of Canada; the *Algonkin* (or *Alyonquin*) and the *Tinneh* or *Athapascan*. The Algonkin peoples occupied a vast tract extending from the Atlantic coast to a line drawn from the mouth of the Churchill River on Hudson Bay in a S.W. direction to the Rocky Mountains. Of this stock were the *Micmacs* (p. 90) and *Malecites* (or *Maliseets*; p. 38) of Nova Scotia and New Brunswick, the *Abnakis*, the *Montagnais* (p. 175) of the lands to the N. of the Gulf of St. Lawrence, the *Ottawas* and *Chippewas* to the N. of the Great

Lakes, and the *Cree*s, in part inhabiting the great prairies and in part the adjacent woodlands to the N. The *Blackfoot* tribes of the extreme W. plains are also attached by language to the Algonkin race. To the N.W., the *Tinneh* peopled the entire inland region of the continent, including the Mackenzie valley and that of the Yukon. Among their numerous tribal divisions may be mentioned the *Beaver*, *Loucheux*, *Kutchin*, *Sekani*, and *Takulli*.

Both the Algonkins and the *Tinneh* or Athapascans were hunters and fishermen, often roaming over vast distances in search of food and skins, and they can at no time have been numerous in proportion to the extent of territory they covered in their migrations.

Newfoundland was peopled by a race known as the *Beothuks* (comp. p. 105), now entirely extinct. The St. Lawrence valley, from the vicinity of Quebec to Lake Huron, was held by the *Huron-Iroquois*, who appear to have constituted a rather numerous population at the time of their discovery and were to some extent occupied in tillage, producing limited crops of maize, beans, pumpkins, and tobacco. They possessed fortified villages (comp. p. 47) and were continually at war with the ruder Algonkin tribes to the N. and W.

The *Sioux Indians*, whose main home was to the S. of the 49th parallel, with their offshoot the *Assiniboin* or *Stoney*s, spread to the N., over a part of S. W. Alberta.

The S. part of British Columbia was chiefly occupied by tribes now classified as belonging to the *Salish* stock, including the *Shuswap*, *Okinagon*, and *Cowichan*. These tribes marched to the N. with the *Chilcotin* and *Takulli* of *Tinneh* affiliation.

In the S.E. corner of British Columbia the *Kutenai* form a distinct linguistic division; while on the Pacific coast several different languages were spoken, and such maritime tribes as the *Haida* (p. 356), *Tsimshian*, *Kwakwaka'wakw*-*Nootka* (p. 362), and *Bellacoola* are found.

As progressing settlement and the borders of civilization have encroached on the native tribes, these have been from time to time granted reservations, and arrangements have been come to with them by which they abandoned their claims to their wide hunting-grounds. The compacts thus entered into with the Canadian Indians have been observed, and since the early days of the French occupation there has been scarcely any active hostility between the whites and these people.

In the E. part of Canada some bands of the Indians have now settled upon the land, others find a more congenial occupation of a nomadic character as voyageurs, or lead a gipsy-like existence and make a living by manufacturing bark canoes, snow-shoes, moccasins, baskets, and such like articles. A certain number still retain their character as hunters and trappers in the N. wilderness; but those which are likely to be seen by the traveller have, by the admixture of white blood, ceased to present in any notable degree

their original characteristics. To meet with the Indian more nearly in his native state, one must go to the remoter portions of Manitoba, Alberta, Saskatchewan, the North-West Territories, or British Columbia.

On the plains of N.W. Canada, the extinction of the buffalo has within a few years deprived the native races of practically their whole means of subsistence, and the Government has been obliged to provide them with food and clothing. The aim of the Department of Indian Affairs is the advancement of the Indians in the arts of civilization and agents have been appointed to encourage the Indians under their charge to settle on the reserves and to engage in industrial work. At present there are 1460 land-reserves in Canada with a total area of 7890 sq.M. On certain reservations the Indians are already taking to agricultural pursuits with more success than might have been argued from their original desultory mode of life. In the S. part of British Columbia they are in some places proving to be industrious and capable of maintaining themselves in various ways. Upon the coast of the same province, the native fishermen, where the circumstances are favourable, readily adopt any mode of life by which a fair remuneration for their labour can be obtained. They are largely employed in salmon canneries, in saw-mills, and in the fur-seal fishery, though in some of their more remote villages they still remain much in their pristine state. In the far N., the natives generally maintain their old habits, and though supplied with many of the manufactured products of civilization, they remain hunters, and depend for the means of purchasing commodities which they have now learned to prize upon the sale of peltries. These Indians, with a large part of the Eskimo, may be regarded as dependents on the Hudson's Bay Company, which to them represents Providence.

It is now known that many of the estimates made at various times of the Indian population have been greatly exaggerated, but it is impossible to state even approximately what their number may have been at the time of the discovery of the continent. In most regions they have undoubtedly diminished very materially, but in some places the enumerations made in late years show a stationary condition and in a few cases an actual increase. It would thus appear, that though in certain districts the aborigines may lose their identity by blending with the white population, they are not likely in Canada to disappear or become extinct. There are many avocations to which their habits and mode of thought peculiarly adapt them, and Canada includes a great area in which the lore of the Indians is likely to remain for all time the greatest wisdom.

The total number of Indians now included within the boundaries of the Dominion was estimated at 105,998 in 1917.

**Area and Population of the Dominion
according to the Census of 1911.**

Province	Area† (sq. M.)	Population	
		Total	Per sq. M. (land area)
1. Alberta (Alta.; p. 311)	255,285 (2360)	371,663	1.47
2. British Columbia (B. C.; p. 364)	375,855 (2439)	392,180	1.09
3. Manitoba (Manit.; p. 277)	251,832 (19,906)	455,614	1.18
4. New Brunswick (N. B.; p. 36)	27,985 (74)	351,889	12.61
5. North-West Territories (N.W. Terr.; p. 285)	1,342,221 (34,298)	18,481	0.01
6. Nova Scotia (N. S.; p. 52)	21,428 (360)	492,398	22.98
7. Ontario (Ont.; p. 210)	107,262 (41,382)	2,523,271	9.67
8. Prince Edward Island (P. E. I., p. 98)	2184	93,728	42.91
9. Quebec (Que.; p. 157)	706,831 (15,969)	2,003,232	2.69
10. Saskatchewan (Sask.; p. 287)	251,701 (8318)	492,432	1.96
11. Yukon (p. 387)	207,076 (649)	8512	0.04
Totals	3,729,665 (125,755)	7,206,643	1.93

The above data of population, naturally, differ considerably from the present figures which as far as they could be ascertained are mentioned throughout the text. The total population of the Dominion for 1921 was estimated at 8,714,000 ('Greater London' in the same year 7,476,168).

For the extension of the provinces of Manitoba, Ontario, and Quebec in 1912 and for the new census (1921) comp. the page-references cited above.

X. Sports and Pastimes.

By

E. T. D. Chambers and W. H. Fuller (revised by the Editor).

Fishing. The Dominion of Canada may be justly regarded as the Paradise of the angler. Landing at the historic city of Quebec in the spring or early summer, the lover of Isaac Walton's gentle art will find himself within easy distance of hundreds of limpid lakes, varying from a few acres to miles in extent, set like gems in the midst of forests as yet hardly touched by the axe, and teeming with speckled trout, lake trout, and black bass, of a rapacity and size to

† These numbers are inclusive of the water areas which are inserted within brackets.

thrill with joy the heart of the angler accustomed only to the shy and puny denizens of English streams. Most of these lakes are free to all-comers, but a few of the most easily accessible are in the hands of private parties who have formed fishing-clubs and erected club-houses. The tourist, with any ordinary letters of introduction, will find no difficulty in obtaining permission to fish these lakes, the hospitality of Canadians in this regard being proverbial.

Should, however, the visitor prefer to taste the delights of the wild wood unfettered by the restraints of civilization, he may engage a couple of guides, provide himself with a tent, a 'Peterborough' or birch-bark canoe (see p. 202), and a few simple cooking-utensils, and in a few hours find himself encamped beneath the shade of the 'forest primæval'. The cost of such a trip will, of course, vary according to the requirements of the tourist. The wages of the guides will be from \$2 to \$3 per day. A birch-bark canoe of the requisite size can be bought for about \$30 and should be readily resold for about half its original cost; but, if preferred, the guides will provide this, as well as a tent, for a moderate charge. Cooking-utensils, including the indispensable frying-pan, which plays so important a part in Canadian forest cookery, will cost only a trifle; while for provisions the true woodsman will content himself with a fitch of bacon, a few pieces of fat salt pork, flour, tea, and such a supply of canned vegetables and fruit as his tastes and the length of his stay may call for. These, supplemented by the product of his rod and line, should amply suffice for the needs of a genuine sportsman, and as there will probably be a few scattered settlers in the vicinity of his camping ground from whom eggs, milk, potatoes, and butter may be procured, all the reasonable requirements of the inner man will be fully satisfied. Worcester sauce is, curiously enough, almost always taken. The sportsman should also be careful to furnish himself with a mosquito net for protection at night.

The fishing for *Trout* (*Salvelinus fontinalis*; speckled or brook trout) is at its best as soon as the ice is fairly out of the lakes — viz. about the middle of May and during the month of June and early part of July, when the fish are found in the shallow water and rise readily to the fly. Later, as the water becomes warm, they often seek the deeper parts of the lakes and are more easily captured by trolling and bait-fishing, until towards the end of August, when instinct impels them to the vicinity of their spawning-grounds. The angler in Canadian lakes need give himself but little concern about the character of the artificial flies he requires for his trip. A dozen varieties of medium size are all he will need, and these can readily be obtained in the local shops. The Canadian trout, unlike their British brethren, are not fastidious. They, however, rank with the finest trout in the world for beauty of form and marking and for excellence of flesh. Specimens of 4-5 lbs. are considered large, but they sometimes reach double that weight.

Should the angler seek a nobler quarry, he can betake himself to the beautiful Lake St. John (p. 175), the home of the famous *Ouananiche* ('wah-na-nish'), the freshwater salmon of Canada. This is a true *Salmo salar*, which has never run down to the sea from its original freshwater habitat. It bears a strong resemblance to its supposed progeny, — the salmon of the sea, whom it excels in rapacity and gameness, but it rarely exceeds five or six pounds in weight (comp. p. 175).

The tributaries of the St. Lawrence, especially those on the N. shore of this noble river, have long been famous for their *Salmon* (*Salmo salar*) fishing. They are, however, almost entirely held by private owners; and, as the pools are limited in number, it is not easy to obtain leave to capture this monarch of game fish. There are still, however, many fair streams where fishing may be hired by the day or for longer periods, and the more easterly and less accessible of the N. tributaries of the St. Lawrence, near the Straits of Belle Isle, may still be fished by non-residents provided with a licence for salmon-fishing. These rivers might be leased from the Fish and Game Department of the Province of Quebec. The outlets of nearly all Canadian salmon rivers abound in *Sea Trout* (*Salvelinus fontinalis*) of large size, which come in with each tide and afford fine sport for the angler, as they rise freely to the fly and are commonly taken from three to six pounds in weight. This fishing is open to all and is at its best in the lower reaches from May 20th to June 15th, and, above these, from the latter part of June to the end of July, though the trout continue to run up the rivers for the purpose of spawning till September. These S. shore salmon and sea-trout streams are easily reached by means of the C.P.R. (see R. 24), which forms a direct route to the fishing and summer resorts of the lower St. Lawrence and Chaleur Bay as well as to those of New Brunswick and Nova Scotia. Both these last-mentioned provinces abound in lakes and streams, most of them well stocked with trout of large size. They are free to all legitimate fishermen. For some account of the fine salmon and trout fishing of the New Brunswick rivers Restigouche, Nipisiguit, Miramichi, and Tobique, comp. pp. 89, 88, 87, and 40. See also p. 36.

The *Lake Trout* (*Cristivomer namaycush*; also called salmon-trout, forked tail trout, and tuladi) is the prevailing trout in Canada and sometimes attains a weight of 40 lbs. It rarely rises to the fly, except in early spring immediately after the breaking up of the ice, and is generally taken by trolling or by bait-hooks sunk near the bottom of the river.

The *Pike* (*Esox lucius*) is similar to the English variety and widely scattered. In some of the tributaries of Lake St. John it has been taken nearly 50 lbs. in weight. — The *Maskinonge* (*Esox nobilior*), the largest member of the pike family, prevails extensively in the St. Lawrence, the Ottawa, Lake Memphremagog, etc.

The *Perch* (*Perca fluviatilis*), the *Ouitouche* (*Semotilus bullaris*), and the *Pickereel*, also called *Doré* or *Dory* (*Stizostedion vitreum*), are also widely distributed and afford good sport, the last-mentioned frequently taking the fly.

As the traveller proceeds W. he will find in the vicinity of Ottawa scores of lakes, similar in character to those already described, some of them abounding in *Black Bass* (*Micropterus dolomieu*) from two to six pounds in weight, the larger size being by no means rare. These are most readily captured by trolling or fishing with a live minnow, though during the month of July they take the fly readily. Catches of thirty or forty of these game fish to a single rod in the course of a few hours are not uncommon; and the struggles of a five pound bass on a light fly-rod will afford the angler a sensation he will not readily forget. Their flesh is excellent eating. This region also is easily accessible by the Maniwaki branch of the Canadian Pacific Railway, along the Gatineau River (see p. 196). — Another famous sporting-district may be reached by the Canadian National Railways (comp. R. 42) passing through the famous sporting-districts of Opeongo and Algonquin Park. — The Rideau Lakes (p. 197) are also within easy reach of Ottawa and abound with black bass, pickerel, and lake-trout.

All along the lines of the Canadian Pacific and Canadian National Railways the tourist as he wends his way towards the N.W. will have ample opportunity of indulging his piscatory tastes. From Toronto the great range of the Muskoka and Kawartha Lakes lies open to the angler and can be reached with ease and comfort (comp. R. 53 and p. 202). All these lakes teem with fish, and the sportsman can either take up his abode in one of the numerous hostelries, with which the shores of the principal lakes are studded, or camp in comparative solitude on one of the many islands. — The waters of the Timagami region (R. 51, II) abound in trout and bass.

Moving on to the W. along the line of the Canadian Pacific Railway, the traveller crosses numberless lakes and rivers, most of them abounding in fish. On many of the best fishing-streams, where the dense forest made access almost impossible except to the experienced woodsman, the railway company has cut 'trails' (paths) leading direct to the best fishing-points; but the angler will probably prefer to push on to Nipigon Station (p. 259), situated on the famous trout river of that name. The reputation of this wonderful stream has been so widely spread among the followers of the gentle art, that detail is unnecessary. Suffice it to say that speckled trout three, four, five pounds in weight are common, while even eight-pounders are occasionally taken. *Whitefish* (*Coregonus clupeiformis*) also afford fine sport in this district (comp. pp. 265, 282). They rise freely at small flies and run as high as three pounds in weight. They resemble much the grayling of the English streams, having very tender mouths and requiring skilful handling before they can

be landed. Away onward from this point to Winnipeg there is a succession of lakes and streams, a description of which would be only a repetition of what has already been written.

Most of the prairie streams and lakes near Winnipeg are well stocked with trout, pike, pickerel, black bass, and other fish. Farther to the W., at Calgary (p. 292), fine fishing for mountain-trout may be obtained in the Bow and its tributaries. Banff (p. 300) is another excellent sporting-centre, which offers the additional inducement of luxurious accommodation in its fine hotel. The Lower Kootenay River (p. 344), still farther to the West, teems with mountain-trout of fair size. The Canadian Pacific Railway Co. has built several fishing-camps on the river between West Robson and Nelson, each with accommodation for 6-8 persons, while camp-supplies may be obtained at the Company's store in West Robson. There is also good fly-fishing at several points nearer the coast. The Capilano and Seymour creeks, across the bay from Vancouver (p. 361), afford good trout-fishing. Large numbers of salmon are caught in the bay by trolling, as the Pacific Coast salmon will not rise to a fly; but this mode of capture will hardly commend itself to the genuine sportsman.

Shooting in Canada does not, as a rule, commence before Sept. 1st, but it may be said here that in most of the districts already referred to, good sport with rifle and shot gun can be had in the proper seasons (comp. the synopsis of the Game Laws given at p. lxxv).

Nothing can surpass the charm of a hunting-trip in the Canadian woods during the months of Sept. and October. The forest-trees are beginning to don their gorgeous fall livery; the air, fresh and balmy during the day, is yet sufficiently crisp and bracing at night and early morning to make the blazing camp-fire thoroughly enjoyable; while the mosquitoes, which detract so much from the sportsman's enjoyment during the summer months, have beaten a retreat to their winter quarters.

The chief ambition of the sportsman on his first visit to Canada will probably be to kill a *Moose* (*Alces americanus*), the male of which is frequently 8ft. high, weighs 1500 lbs., and has horns weighing 60-70 lbs. and measuring 5-6 ft. from tip to tip. Good moose heads and antlers are sometimes valued at \$100-300, even in Montreal or Quebec. In Sept. and Oct. moose are often surprised and killed while wading in the cool waters of inland lakes, where they feed on the roots and stems of aquatic plants. Like the red deer (see p. lviii) the moose 'yard' in winter, the yard consisting of a cedar or spruce swamp, round or through which they make beaten tracks in their rambling. They are thus easily traced by the guides, when once the yard has been discovered. A yard sometimes contains 40 or 50 animals. After a fresh fall of snow, hunters on snowshoes can easily overtake the moose, whose great weight causes them to sink in the snow. Indian and half-breed guides frequently

attract moose by imitating their cry. The animal crashes passionately towards the sound and meets its doom. A repeating rifle is a necessity, for a wounded bull-moose will turn upon his assailant. In no case need the hunter expect to kill this monarch of the forest without the expenditure of much labour and skill, and a true eye and steady nerve are required for the final shot.

Perhaps the moose-hunter cannot do better than make his first essay in Nova Scotia. There are three recognized sporting-districts in this province: the Northern, which comprises the counties of Cumberland and Colchester; the Eastern, which includes portions of East Halifax, Guysboro, and Pictou; and the Western, which takes in all the country to the W. of a line drawn from Halifax to Yarmouth. New Brunswick (comp. p. 36) is an even greater resort of moose-hunters. The immense extent of wild and uncultivable land in N. Quebec, stretching from Gaspé to Hudson Bay, is another enormous game preserve in which the moose occurs in large numbers. Moose abound in the country traversed by the C.N.R. line to Lake St. John (R. 34), and one of the large feeders of Lake St. John is named Ashwappmuchuan (p. 174), or 'river where they hunt the moose'. This noble game is also plentiful near Lake Abitibi (p. 184), and Mattawa (p. 255) is a noted centre for British and American moose-hunters.

The *Caribou* (*Tarandus hostilis*), of which adults weigh 300-500 lbs., is even more widely distributed than the moose, occurring in nearly all the unsettled parts of Quebec, Nova Scotia, New Brunswick, and Ontario, as well as in the Prairie Provinces, the North West Territories, and British Columbia. In Quebec the most popular caribou grounds are on and about Les Jardins, near the headwaters of Murray Bay River and now included in the Laurentides National Park (p. 173). The name is derived from the luxuriant growth of coarse grass, which is sprinkled with occasional clumps of bushes and trees, forming admirable screens for the hunter. The district is reached by a drive of 40 M. from Baie St. Paul (p. 176) and a subsequent tramp of a few miles through wood. Another excellent hunting-ground for caribou is at La Belle Rivière, to the S. E. of Lake St. John. In the wilds about Ungava Bay (now comprised in New Quebec), peopled exclusively by Eskimo and Indians, the caribou is shot late in autumn by hundreds and thousands, the officials of the Hudson's Bay Co. at Fort Chimo depending principally on its flesh for subsistence during winter.

The common *Red Deer* (*Cervus virginianus*), which is much smaller than the caribou and by far the most graceful of the American *Cervidæ*, occurs in all provinces of the Dominion except Nova Scotia and Prince Edward Island. In Quebec it prevails on the S. of the St. Lawrence, towards the frontiers of Maine. To the N. of the St. Lawrence it occurs mainly in the W. part of the province, between the St. Maurice and the Ottawa, but of late years it has also been

found in the country to the N. of the city of Quebec. Red deer are so plentiful in the Matapedia Valley (p. 92), that they sometimes run for miles in front of the trains of the railway.

The *Black Bear* (*Ursus americanus*) is common all over Canada. It hibernates in winter, but may be met and killed at any other time of the year. Unless attacked, it usually flees before the hunter, but invades farm settlements at night, carrying off sheep and calves. It is often shot while swimming lakes. It is abundant in the Saguenay country and near Lake St. John and the rivers that feed it. The fur is highly prized.

The principal fur-bearing animals are the *Beaver* (*Castor canadensis*), the *Mink* (*Putorius vison*), the *Otter* (*Lutra canadensis*), the *Black* and *Silver Fox*, and the *Marten* (*Mustela americana*). None of these may be killed between April 1st and Nov. 1st.

The *Canadian Hare* (*Lepus americanus*) is smaller than the English hare, being little larger than a rabbit, and turns white in winter. It is not so plentiful as formerly, snaring being allowed and freely practised.

Good fowling may be obtained in almost every part of Canada, though game-birds of all kinds are naturally scarcer in the vicinity of large cities. *Duck* and *Snipe* abound in Nova Scotia. *English Pheasants* have been imported into Nova Scotia and into parts of Ontario and British Columbia; they are said to stand the winter well and to be increasing rapidly. New Brunswick offers equal inducements to the sportsman. The best localities are traversed by the Canadian Pacific Railway from St. John to Montreal (R. 16). On the upper Tobique (p. 40) and a few miles back in the woods moose and bear are numerous.

In the district to the S., W., and E. of Lake St. John (R. 34) excellent sport may be had with moose, caribou, bear, duck, and *Ruffed Grouse* (*Bonasa umbellus*). These, added to the incomparable ouananiche fishing (p. 1v), should form a bill of fare calculated to satisfy the most *exigeant* sportsman. The districts adjoining most of the summer-resorts on the lower St. Lawrence offer similar inducements.

In the neighbourhood of Three Rivers (p. 147) and Sorel (p. 152) capital duck, snipe, and woodcock shooting may be had in the marshes bordering on the river, and a few days may profitably be spent in these localities.

The Rideau Lakes and River (p. 197), within a short distance of the city of Ottawa, afford very fair sport with duck and snipe, while a short distance inland from the margin of the lakes a fair number of deer may be obtained. The easy access to this district from the city, though convenient for the tourist whose time is limited, militates to some extent against the increase of the game.

The Gatineau River district already referred to (see p. 1vi) affords field to the sportsman. The forests all along the railway abound

with deer, caribou, and bear, while a short distance to the N. of the terminus of the line, moose are said to be plentiful.

The region of Parry Sound (p. 200), Georgian Bay (p. 263), and the Muskoka Lakes (R. 53) are now so much frequented by summer-visitors that good shooting is not so plentiful as it was a few years ago; still, fair sport can be obtained by the tourist who desires to combine the comforts of civilized life with the pleasures of the chase.

Sharbot Lake (p. 202), easily reached from Ottawa, is a noted place for duck, which seem to make it a resting-place during their journey to their breeding-grounds farther to the N. Very heavy bags are frequently made there. — All the extensive chain of lakes in the neighbourhood of the town of Peterborough (p. 202) and lying to the N. in the valley of the Trent (p. 205) afford good sport for fowling-piece and rod. All these localities are accessible by means of the Canadian Pacific and Canadian National Railways. — Farther to the W., in a portion of the country lying between London (p. 223) and Chatham (p. 224), *Wild Turkey* may still be found. *Quail* (*Ortyx virginianus*) abound in this district; but, as is usually the case in the neighbourhood of all populous towns, they are subjected to too much shooting and are likely ere long to become scarce. They afford excellent sport over good dogs.

Below Chatham are the famous Lake St. Clair marshes (p. 224), where a good shot will frequently kill over a hundred big duck in a single day's shooting. The finest portions of the marshes are strictly preserved, but good mixed bags of woodcock, snipe, quail, plover, and duck may be made at other points on the lake. Wild geese are plentiful in the spring and are usually shot from 'blinds' erected on the line of flight. Hotel accommodation can be had in the neighbourhood.

All the tributaries of the Ottawa River (RR. 39, 55) afford good sport for gun and rod and have the advantage of being within easy distance of central points. Ottawa is as good a point as any for the sportsman's headquarters, while farther up the main line of the Canadian Pacific Railway the thriving town of Pembroke (p. 255) offers an excellent '*point d'appui*'. — Moving to the W. along the transcontinental line, we come to Mattawa (p. 255), a good starting-point for the big game country. Deer abound, as also do black bear, while moose are as plentiful as that noble animal can reasonably be expected to be (comp. p. lvii). Guides, boats, and canoes can readily be obtained here. Lake Timiskaming (p. 247), easily reached from this point, is surrounded by virgin forests abounding in game, moose, caribou, and bear. — Following up the main line of the railway, we reach North Bay (p. 256); also a station on the Canadian National Railways, from which the Timiskaming and Northern Ontario Railway runs into the heart of the picturesque Timagami country (R. 51, 11), where splendid sport with fur and feathered game may be had.

From this point onwards to Winnipeg there is a succession of lakes and streams, fishing and shooting grounds, a description of which would only be a repetition of what has already been said; but as soon as the capital town of Manitoba is reached the conditions become entirely changed. Now we have a vast expanse of rolling prairie land, nearly 1000 M. wide, dotted over with numberless lakes and swales which have for centuries past been the resort of the migratory water-fowl on their journeys to their breeding-grounds in the far North. Here the true sportsman, who enjoys watching the working of his well-trained dogs almost as much as the shooting itself, will find sport of a varied character and may safely count on a well-filled bag within a few hours' journey from Winnipeg. Duck and geese of every variety, *Snipe*, *Golden Plover*, and *Prairie Chicken* (*Cupidonia cupido*) abound, while farther afield, in the extreme East of Manitoba, there is a fine country for moose. Taking the town of Winnipeg as a starting-point, the sportsman can have a choice of an infinite variety of trips according to the character of the game he wishes to pursue. Everything necessary for these excursions (comp. pp. 281-283) can readily be procured at Winnipeg. Shoal Lake (p. 283) abounds in wild-fowl, while in the unsettled country to the N. of the lake are many *Black-tail Deer* (*Cervus macrotis*) and a few moose and elk. Whitewater Lake (p. 282), Lake Winnipeg (p. 282), and Lake Manitoba (p. 284) afford enormous bags of wild ducks, and big game can be had in the vicinity.

Father to the W., near Maple Creek (p. 290) and Medicine Hat (p. 290), is what is known as the 'Antelope Country'; and to the N. of Calgary (p. 292) is the 'Red-deer Region', a fine one for big game, though now being rapidly settled.

Away through the heart of the Rocky Mountains, in the midst of the grandest scenery the world has to show, the ardent sportsman will find farther varieties of game. The *Wapiti* or *American Elk* (*Cervus canadensis*), moose, deer, caribou, *Mountain Sheep* (*Ovis canadensis*), *Mountain Goat* (*Haploceros*), and even the *Grizzly Bear* (*Ursus horribilis*), monarch of the mountains, may fall before his rifle. The construction of the railway through the Rockies has naturally driven back the game some little distance from the track, but there are numerous places along the line, whence the resort of the big game can easily be reached, with the help of local guides. The railway officials will always be found ready to give information and facilities to sportsmen. Lake Louise (p. 321) and Field (p. 325) are the best points, and Banff (p. 300) is also a good centre. The steamers ascending the Columbia from Golden (p. 328) afford access to a fine game country and the Colvalli branch of the Canadian Pacific Railway makes all parts of the valley accessible. There is always a fair chance of meeting mountain goat and sheep in the Asulkan district (p. 333), where the railway company has erected a roomy chalet.

On Vancouver Island (see R. 71), within a short distance of Victoria, grouse and quail are plentiful; while a short journey into the interior of the island brings us to the ranges frequented by deer and bear.

It should be borne in mind by the sportsmen who propose to hunt the 'big game' of Canada that repeating rifles of the heaviest make will be found the most desirable.

In addition to the above article, the sportsman should consult the excellent pamphlets on shooting and fishing, published and distributed (usually gratis) by the railway companies.

Lacrosse is the national game of Canada and takes precedence of all others in the public estimation. It is a modern variation of the 'ball game' as originally played by some of the Indian tribes and described by various writers. It demands great skill, activity, and endurance, and is unquestionably one of the most attractive of all pastimes for the onlooker, being full of incident, simple in its nature, and 'easily understood of the people'. The *National Lacrosse Union* formerly comprised representatives of the principal clubs in Ontario and Quebec, regulated the dates and locality, and established the rules, of the annual matches for the championship. A number of the clubs having gradually introduced professionalism into the matches by utilizing paid players who were designated 'employés', and with whom amateurs were permitted to play, it was found to be impossible by the smaller clubs to keep pace with the rate of salaries paid by others, and the amateur clubs therefore broke away from the Union and formed the *Dominion Lacrosse Association*.

This introduction of the professional system has now extended to other Canadian sports, and particularly to hockey. For the benefit of the English reader, it may be explained that there is no real analogy between this action and the playing of a professional on an English cricket team, since the paid lacrosse players are not instructors or coaches.

The enthusiasm of the spectators for a favourite club is sometimes carried to excess, and some of the principal matches have at times been disgraced by a rowdyism which has threatened to bring the game into disrepute. A match lasts $1\frac{1}{2}$ hr., and a rest of 5 min. is allowed after each game lasting 3 min. or more.

Cricket. The principal clubs are those of Toronto, Montreal, Ottawa, Quebec, Winnipeg, Victoria, St. John, and Halifax. There is an *Association*, which selects players to represent All Canada in the annual match with the United States and against other visiting teams. The game, however, excites little general interest.

Golf is played at Quebec, Montreal, Ottawa, Kingston, Toronto, etc. The Quebec Club is the oldest, dating from over 40 years ago (links, see p. 164). Montreal ranks next in seniority (p. 133), while the other clubs are of comparatively recent origin. Great interest has, of late, been taken in the game; and visiting golfers may be assured of a warm welcome. Inter-Provincial and International (with the United States) Tournaments promise to be annual events. The St. Andrews rules are generally followed.

Hockey is played in Canada only as a winter-game, and the expertness of Canadian skaters makes a well-contested match an extremely graceful and interesting sight. There is much rivalry between the clubs of the different cities. Canadian players rank as the most skilful in the world and the professional ones are much sought after by United States Clubs.

Skating can be enjoyed to perfection in Canada from Dec. to March. Almost every city or town has one or more covered skating-rinks, mostly lighted by electricity. The fancy-dress carnivals held in them afford a unique and very attractive spectacle.

Snowshoeing. Every town in Canada has its snowshoe club, and in the cities and larger towns they are numerous. Each club has its distinctive uniform of bright-coloured blanket-coat and 'tuque' (cap), so that a procession of snowshoers tramping across the snow on a clear moonlight night, rousing the echoes with their songs and choruses, is a most attractive sight, and one not to be witnessed outside of the Dominion of Canada.

Ski-ing is now also becoming popular, especially at Montreal (comp. p. 143) and in the Laurentian Mountains (e. g. at St. Jovite, p. 185), while Banff and Revelstoke have well known ski-jumping meetings in winter.

Tobogganing is an extremely popular winter amusement in Canada with all classes, from the small boy who slides down a steep hill on his 'bob-sled' to the elite of society who flock to Rideau Hall (p. 194), on Saturday afternoons to enjoy the facilities afforded by the viceregal slides. A 'toboggan' is constructed of thin pieces of board about 18 inches wide, curved upwards at one end and varying in length from 4 to 8 ft., according to the number of persons it is designed to carry. A long cushion is placed on it for the passengers, and the frail conveyance rushes down the snow-covered declivity at the speed of an express train. The steersman, in the rear, directs its course with hands or feet. The sport is most exhilarating and has a sufficient spice of danger to make it exciting. The toboggan is an invention of the Indians, who use it to drag burdens along the snow.

Yachting and Boating. Toronto is the headquarters of these sports, its fine lake-frontage affording special facilities for regattas. A yacht club and several rowing-clubs are located here (comp. p. 208). Halifax (p. 50) and Montreal (p. 133) are other yachting-centres, and there are rowing and canoe clubs at Ottawa (p. 191), Lachine (p. 220), and other places. Numerous regattas, open to all amateurs, are held annually.

Curling is seen at its fullest perfection in Canada. In Quebec and E. Ontario metal 'stones' are in vogue instead of the granite ones commonly used in Europe. Nearly all the Canadian rinks are in covered buildings; and, as the ice is very carefully looked

after, a nicety of play is attainable that would be a revelation to old-fashioned curlers accustomed to the rough-and-ready style of the open-air game. Montreal has three curling clubs (p. 133), each with a large membership and a commodious club-house. Ottawa has also three, including the 'Governor-General's Club', with a private rink attached to the viceregal residence (p. 194). Quebec has two important clubs. Many of the smaller towns also boast of rinks. Matches between the various clubs are frequent throughout the winter. The great event is the Winnipeg Bonspiel, held in Feb., to which curlers flock from Milwaukee, St. Paul, and E. Canada. The rules observed are those of the 'Royal Caledonian Curling Club'.

Football flourishes in Canada, and clubs exist in all the principal cities. The Rugby Union rules are widely adopted, but in Ontario and Quebec the so-called Canadian Rugby is generally played with a more open formation and fewer men. The Association game is fast gaining ground.

Cycling is gaining in popularity since the recent inauguration of the good roads movement. Perhaps the best roads are found in the Maritime Provinces, especially near Halifax. There are clubs in most of the larger cities, and annual race-meetings are held. The chief organization is the *Canadian Touring Club*.

Motoring is rapidly on the increase in Canada, especially in the older provinces, where the improvement of rural roads has taken a firm hold of both governments and people. Recently constructed motor roads afford splendid drives through very fine scenery in the western provinces (comp. pp. 305, 330, 366).

Bowling is practised in all the large cities, usually in clubs belonging to the athletic associations.

Baseball has gained a good footing in Canada, and it is now the most popular summer game.

Athletics. Several athletic clubs of considerable importance have their headquarters in Canada — notably those of Montreal, Ottawa, and Toronto — and are rapidly increasing in size and influence. They own commodious club-houses and extend a cordial welcome to all visiting athletes.

Lawn Tennis still lags behind that of Great Britain or the United States. Clubs exist in most of the principal towns and cities, but there is not much general enthusiasm about the game. An annual tournament is held under the auspices of the *Canada Lawn Tennis Association*; and the 'Queen's Tournament', which takes place in Aug. at Niagara-on-the-Lake (p. 225), also attracts many competitors.

Horse Racing. Flat races and steeplechases take place in Montreal during spring and autumn, under the auspices of the Hunt Club (p. 133); but the most important race-meeting is that held at Toronto (comp. p. 208). — Trotting races, usually only of local interest, are frequently held both in summer and winter.

Summary of Fish and Game Laws. Open Seasons.

Travellers should bear in mind that the game laws enumerated below are frequently altered. Netting game fish and netting or snaring game birds are prohibited. The fees for licences given below apply to non-residents. Further information may be obtained from the various provincial authorities.

Alberta. Speckled trout, May 1st to Sept. 14th. Maskinonge and pickerel, May 16th to April 14th. Lake-trout and whitefish, Dec. 16th to Oct. 4th.

Mountain sheep and goats, Sept. 1st to Oct. 31st. Deer, moose, and caribou, Nov. 1st to Dec. 14th. The shooting of elk, antelope, and buffalo is prohibited. Bag limit for one person: two sheep or goats, and one deer, moose, or caribou. Females and fawns are protected at all times. Licence \$ 25. — Ducks and swans, Aug. 24th to Dec. 31st. Snipe, plover, and curlew, Sept. 1st to Dec. 15th. Grouse, partridge, pheasant, and prairie chicken, Oct. 1st to Dec. 1st. Licence \$ 5.

British Columbia. Trout, March 26th to Nov. 14th, except in the interior, E. of long. 120 where the open season is from May 1st to Nov. 14th. Salmon (comp. p. 361) sockeyes, July 1st to Sept. 30th; quinnat or spring salmon, Nov. 16th to Sept. 30th; cohoes, dog salmon, and humpbacks, Jan. 2nd to Nov. 14th. Steelheads, in non tidal waters, March 26th to Nov. 14th, in tidal waters, March 26th to Dec. 31st. Licence \$ 5 per season, \$ 1 per day.

Deer, mountain goats and sheep, Sept. 1st to Dec. 14th. Caribou, moose, and elk (wapiti), Sept. 1st to Dec. 31st. Females and young of caribou, elk, moose, and mountain sheep are protected at all times. Bag limit: four deer (only three of one species), two mountain goats, three mountain sheep (only two of one species), two caribou, one moose, one elk. In addition to the general licence of \$ 25 the following fees for each animal killed are charged: mule-deer, \$ 15; deer of any other kind, \$ 5; mountain goat, \$ 15; mountain sheep, caribou, moose, elk, grizzly bear, each \$ 25; black or brown bear, \$ 15. Bear licence, valid from Jan. 1st to July 1st, \$ 25. — Game birds, season thrown open by order in council yearly. Licence, \$ 50.

Manitoba. Fish as in Alberta (see above).

Deer, antelope, moose, and caribou, Nov. 20th to Dec. 10th. Bag limit: one male of any such animal. Elk are protected. Licence, \$ 25. — Ptarmigan, Oct. 1st to 20th. Grouse, prairie chicken, etc. are protected at all times. Licence, \$ 10.

New Brunswick. Salmon, March 1st to Aug. 15th; for surface fly fishing, April 1st to Sept. 15th. Trout, April 1st to Sept. 30th. Licence for fishing of salmon, \$ 25; of trout or any other kind of fish, \$ 5.

Moose, caribou, and deer, Sept. 15th to Nov. 30th. Bag limit: one bull moose, one bull caribou, and two deer. Licence, \$ 50. — Ducks of all kinds, Sept. 1st to Nov. 30th. Partridge, pheasants, and ruffed grouse are protected at all times. Licence, \$ 10.

Nova Scotia. Salmon, March 1st to Aug. 15th; for surface fly-fishing, April 1st to Sept. 15th (in the island of Cape Breton, June 1st to Sept. 26th). Trout, April 1st to Sept. 30th. Licence, \$ 5.

Moose, Oct. 1st to Nov. 30th. Caribou cannot be taken except in Victoria and Inverness counties. Bag limit: one bull moose or caribou. The shooting of moose and deer on the island of Cape Breton is prohibited. Licence, \$ 20. — Plover and yellow-legs, Oct. 15th to Dec. 1st. Licence, \$ 15.

Ontario. Salmon-trout, lake-trout, and whitefish, Dec. 1st to Oct. 31st. Speckled trout and brown trout, May 1st to Sept. 14th. Rainbow and other Pacific trout, July 1st to Sept. 14th. Pickerel, May 16th to April 14th. Bass and maskinonge, June 16th to Dec. 31st; bass on Lake Erie, W. of Pointe Pelée, however, July 16th to May 23rd. Licence, \$ 2-5.

Deer, Nov. 5th to Nov. 20th (bag limit, 1 deer). Moose and caribou: S. of the C.P.R. line from Mattawa to Port Arthur, as above; N. of the

C. P. R. from Mattawa to the boundary of Manitoba and S. of the C. P. R. from Port Arthur to Manitoba boundary, Oct. 1st to Nov. 30th. (bag limit, 1 bull moose, or caribou). Licence, \$50. — Grouse, pheasant, prairie fowl, and partridge, Oct. 15th to Nov. 15th. Quail and wild turkey, Nov. 1st to Nov. 15th. Plover and yellow-legs, Sept. 1st to Dec. 15th. Capercailzie, Sept. 15th to Dec. 15th. Licence, \$25.

Prince Edward Island, Salmon, Jan. 1st to Aug. 31st. Trout of any kind, April 1st to Sept. 30th. Snelts, July 2nd to March 31st. Licence, \$2.

Ducks, Aug. 21st to Dec. 31st. Woodcock and snipe, Sept. 2nd to Dec. 31st. Wild geese, Sept. 16th to May 9th. Brent, April 21st to Dec. 31st. Licence, \$15.

Quebec. Salmon, May 1st to July 31st; for fly-fishing, May 1st to Aug. 15th. Ouananiche, Dec. 1st to Sept. 30th. Lake-trout, Dec. 2nd to Oct. 14th. Speckled trout, May 1st to Sept. 30th. Bass, June 16th to March 31st. Whitefish, Dec. 2nd to Nov. 9th. Maskinonge, June 16th to April 14th. Salmon fishing licence, \$25; other fishing, \$10.

Moose and caribou, Sept. 20th to Dec. 1st, and deer, Sept. 1st to Nov. 30th; in the counties of Pontiac and Timiskaming, however, Sept. 10th to Dec. 31st and Sept. 1st to Nov. 20th respectively. Bag limit: one moose, two caribou, and two deer. Bear, Aug. 20th to June 30th. — Partridge, plover, Sept. 1st to Dec. 15th, in tidal waters Sept. 1st to Nov. 30th. White partridge or ptarmigan, Nov. 1st to Jan. 31st. — Licence, \$25.

Saskatchewan. Fish as in Alberta (see p. lxv). Licence, \$5.

Elk and antelope are protected at all times, as are deer, caribou, and moose to the S. of Township 35. To the N. of Township 34 the last three may be killed from Nov. 15th to Dec. 14th. Licence, \$25. — Coot, rail, plover, and yellow-legs are the only game birds which may be shot; open season, Sept. 1st to Dec. 31st. Licence, \$15.

Newfoundland, see p. 109.

XI. Bibliography.

The following is a selection of the most recent, interesting, and easily accessible books on some of the main topics on which visitors to Canada should be informed. A few of the best records of the impressions of English travellers are included. The chief literature on the separate provinces of the Dominion is given in the respective places of the text of the Handbook, and numerous other works of local interest are likewise referred to throughout the text.

History. The visitor to Canada, who wishes thoroughly and intelligently to enjoy his tour, should certainly be familiar with the fascinating pages in which *Francis Parkman* (d. 1893) tells the romantic story of the rise and fall of the French Dominion in Canada. Arranged in the chronological order of their subjects, his works are as follows: — 'The Pioneers of France in the New World' (1512-1635); 'The Jesuits in North America' (1634-75); 'La Salle and the Discovery of the Great West' (1643-89); 'Count Frontenac and New France under Louis XIV.' (1620-1701); 'The Old Régime in Canada' (1653-1763); 'A Half-Century of Conflict' (1700-48); 'Montcalm and Wolfe' (1745-64); and 'The Conspiracy of Pontiac' (1763-1769). Mr. Parkman made extensive use of the Archives of the French Ministry of Marine, of the 'Jesuit Relations', of the accounts of the voyages of Cartier, Champlain, etc., and of French and Canadian state-papers of all kinds. 'The Romance of Canadian History', edited by *P. Edgar* (1904), is a series of extracts from Parkman's works arranged so as to form a short consecutive narrative. — Comp. also the works by *Dr. A. G. Doughty* and by *Major William Wood* mentioned at p. 157; the annual 'Review of Historical Publications relating to Canada', published in the 'University of Toronto Studies', 22 vols. 1896-1918, followed by 'Canadian Historical Review', vol. I, 1920; the 'Publications of the Champlain Society' (Toronto); and the 'Chronicles of Canada Series' (Toronto).

The most comprehensive history of Canada is that of *William Kingsford, LL. D.*, the tenth and last vol. of which, reaching to 1841, was published in 1898 (London). Other histories are the following: by *J. M. McMullen* (covering the period 1492-1812; new ed., 1892); *Sir J. G. Bourinot's* 'Canada under British Rule: 1763-1800' (Cambridge, 1900); the histories by *Sir C. P. Lucas* (2nd ed.; Oxford, 1916, 2s.) and *H. F. Egerton* (Oxford, 1918), being Parts I and II respectively of Vol. V ('Canada') of 'A Historical Geography of the British Dominions'; *Sir C. P. Lucas's* 'A History of Canada: 1763-1812' (Oxford, 1909; 12s. 6d.) and 'The Canadian War of 1812' (Oxford, 1906; 12s. 6d.); *A. What Tupp's* 'British North America, 1763-1867', being Vol. III of 'The English People Overseas' (London, 1911; 6s.); *Marc Lescaur's* 'The History of New France' (3 vols.; Toronto 1907, 1911, and 1914); *H. H. Mills's* 'History of Canada under the French Regime' (1872); *G. D. Skelton's* 'The Canadian Dominion' (New Haven, Ct., 1920); *A. G. Bradley's* 'The Making of Canada' (new ed.; London, 1912) and 'Britain across the Seas: America' (London, 1911; 12s. 6d.); and *Agnes C. Laut's* 'Canada: the Empire of the North' (Boston, 1909). Of histories written in French may be mentioned 'Histoire du Canada depuis sa découverte jusqu'à nos jours', by *F. A. Garneau* (4 vols.; 15th ed.; Paris, 1921), and the books by the *Abbé Ferland* (1534-1763; 2nd ed., 1882), and *Héveaumont* (1704-1851; pub. 1888). — Among the best manuals are 'The Story of Canada' by *Sir J. G. Bourinot* ('Story of the Nations' Series, London; new ed., 1909); 'A Short History of the Canadian People', by *G. Bryce* (rev. ed.; New York, 1914); 'Canada', by *A. G. Bradley* (New York, 1912); 'History of Canada' by *Prof. Charles Roberts* (1817); and 'A Short History of Canada' by *C. L. Thomson* (London, 1920).

On the history of the Canadian constitution and government the following books may be consulted: *Bourinot's* 'How Canada is Governed' (London, 1895) and 'Manual of the Constitutional History of Canada' (Montreal, 1888); *W. H. P. Clement's* 'The Law of the Canadian Constitution' (3rd ed.; Toronto, 1916); *H. F. Egerton's* and *W. L. Grant's* 'Canadian Constitutional Development' (London, 1907); *E. R. Cameron's* 'The Canadian Constitution' (London, 1915; 2s.); *W. R. Riddell's* 'The Constitution of Canada in its History and Practical Working' (New Haven and London, 1917); *W. P. M. Kennedy's* 'Documents of the Canadian Constitution, 1759-1915' (Toronto, 1918); 'The Federation of Canada, 1867-1917' by *G. M. Wrong* and others (London, 1917); *E. Parrill's* 'Evolution of the Dominion of Canada' (Yonkers, N. Y., 1918); *J. L. Monson's* 'British Supremacy and Canadian Self-Government' (Glasgow, 1919); *A. H. F. Lafroy's* 'Canada's Federal System' (Toronto, 1913); *A. E. Keith's* 'Responsible Government in the Dominion' (Oxford, 1912); and *Goldwin Smith's* 'Canada and the Canadian Question' (1891).

Among other historical works that may be mentioned are 'North America during the Eighteenth Century', by *T. Crockett* and *B. B. Wallis* (Cambridge, 1915; 3s.); 'The Scot-man in Canada', by *W. Campbell* and *G. Bryce* (2 vols.; London, 1912, 21s.); 'Scots in Canada', by *John Murray Gibson* (London, 1911); 'Lord Selkirk's Work in Canada', by *Chester Martin* (Oxford, 1916; 8s. 6d.); 'Recollections of Sixty Years', by the *Right Hon. Sir Charles Tupper* (London, 1914; 16s.); 'The Makers of Canada', a series of biographies published at Toronto; 'Boundary Disputes and Treaties', by *J. White* (Toronto, 1914); 'Economic History of the Dominion', by *G. D. Skelton* (Toronto, 1914); 'The new Era in Canada', ed. by *J. O. Miller* (London, 1917); and 'Canada as an Imperial Factor', by *Sir Hamar Greenwood* (London, 1913). The 'Canadian Annual Review of Public Affairs', by *W. J. C. Hopkins* (Toronto), may also be found useful. — An interesting general account of the history of exploration is given in *Sir Harry Johnston's* 'Pioneers in Canada' (London, 1912; 6s.). 'The Search for the Western Sea', by *L. J. Burpee* (London, 1908; 16s.), is a very satisfactory treatment of the story of both French and English exploration, and the former alone is also dealt with in *John Finley's* 'The French in the Heart of America' (New York, 1915; \$ 2.50). *Hearne's* 'Journey from Hudson's Bay to the Northern Ocean' has been edited by *J. B. Tyrrell* (Toronto, 1911) and *Alex. Henry's* (p. 348). 'Travels and Adventures in Canada and the Indian

Territories' by *James Bain* (1901). 'New Lights on the Early History of the Greater North West' (New York, 1897), ed. by *Prof. Elliot Coues*, contains the MS. journals of *Alex. Henry* (see above) and *David Thompson* (p. 329), while the record of the latter explorer has also been edited by *J. B. Tyrrell* in the admirable volume 'David Thompson's Narrative of his Explorations in Western America, 1784-1812' (Toronto, 1916). The 'Journal of David Douglas on his travels in North America, 1823-27' is also accessible in a modern edition (London, 1914; 21s.). Comp. also the books mentioned in connection with the history of the Hudson's Bay Co. at p. 279.

Description and Travel. The most comprehensive historical and descriptive encyclopaedia of the country is 'Canada and its Provinces', ed. by *Dr. A. S. Doughty* and *Prof. A. Shortt* (23 vols.; Toronto, 1913). Comp. also 'Canada: an Encyclopaedia of the Country', ed. by *J. C. Hopkins* (6 vols.; Toronto, 1898-9); 'America, including Canada, Newfoundland, etc.', (Oxford, 1914; 14s.), being Vol. IV of 'The Oxford Survey of the British Empire', ed. by *A. J. Herbertson* and *O. J. R. Howarth*; 'Picturesque Canada', ed. by *G. M. Grant* (1884); and 'Descriptive Atlas of Canada', issued by direction of the Minister of Immigration and Colonization (Ottawa). 'Canada', by *L. Hamilton* (Gotha, 1921), is a useful general handbook in German.

Among other more or less recent books of description and travel are 'Canada in the Twentieth Century', an excellent general account of Canada and Canadian life by *A. G. Bradley* (new ed.; London, 1906); 'Canada To-Day', by *John A. Hobson* (2 vols.; London, 1906 & 1912); 'Canadian Life in Town and Country', by *Henry J. Morgan* and *Lawrence J. Burpee* (London, 1906); 'Rural Life in Canada', by *J. Macdougall* (Toronto, 1914); 'The Dominion of Canada', by *W. L. Griffith* (London, 1911); 'The Dominion of Canada', by *H. E. Fisk* (New York, 1920); 'Canada as it is', by *John Foster Fraser* (new ed.; London, 1911); 'Twentieth Century Impressions of Canada: its History, People, Commerce, Industries and Resources', by *H. J. Foam* (London, 1914); 'In Western Canada before the War, A Study of Communities', by *E. B. Mitchell* (London, 1915; 5s.); 'The Times Book of Canada' (London, 1920; 7s. 6d.); 'Canada: Past, Present, and Future', by *P. Hurd* (London, 1918); 'Canada: The Spellbinder', by *L. Whiting* (London, 1917; 6s.); 'In the Heart of Old Canada', by *W. Wood* (Toronto, 1913; 8 1/2s.); 'Ten Thousand Miles through Canada', by *J. Adams* (3rd ed.; London, 1913; 6s.); 'Through the Heart of Canada', by *F. Yeigh* (new ed.; London, 1913; 5s.); 'From Halifax to Vancouver', by *Mrs. B. Pullen-Barry* (London, 1912; 12s. 6d.); 'A Motor Tour through Canada', by *Th. W. Wilby* (London, 1911; 5s.); 'The Fair Dominion: A Record of Canadian Impressions', by *B. E. Vernède* (London, 1911; 7s. 6d.); 'French Canada and the St. Lawrence', by *J. C. Hopkins* (London, 1915); 'The Beauty, History, Romance, and Mystery of the Canadian Lake Region', by *W. Campbell* (London, 1912; 3s. 6d.); 'Trails, Trappers, and Tenderfeet in Western Canada', by *S. Washburn* (1912); and 'The North-West Passage by Land', by *Viscount Milton* and *W. B. Cheadle* (7th ed., 1867).

On some of the less known regions of N. Canada the following books may be mentioned: 'In Canada's Wonderful Northland', by *W. Tees Curran* & *H. A. Calkins* (London, 1920; 25s.); 'Lands Forlorn: a Study of an Expedition to Hearne's Coppermine River' by *George M. Douglas* (London, 1914; 12s.); *A. Buchanan's* book mentioned at p. 287; 'The Arctic Prairies', by *E. Thompson Seton* (London, 1912; 12s. 6d.); 'New Land', by *Otto Sverdrup* (1904); 'Hudson Bay, or Every-Day Life in the Wilds of North America', by *R. M. Ballantyne*; 'Through the Barren Lands' (1896) and 'Across the Subarctics of Canada' (2nd ed., 1906), by *J. B. Tyrrell*; 'On Snow-shoes to the Barren Grounds', by *Caspar Whitney* (1896); and 'The Great Lone Land' (London, 1872; also later editions) and 'The Wild North Land', by *Capt. W. F. Butler* (1873-4). The 'Reports' of the *Geological Survey* mentioned at p. lxix also contain interesting and useful accounts of exploration in wild and unvisited districts. Comp. also the books mentioned at p. 314. — For works on the Canadian Rockies, see p. 301; on the St. Lawrence, see p. 218; and on the Selkirks, see p. 331.

Sportsmen will be especially interested in *Th. Martindale's* 'With Gun and Guide' (London, 1912); *F. E. Herring's* 'Canadian Camp Life' (2nd ed.;

London, 1913: W. A. Butler *Graham's* 'Fifteen Years' Spor and Life in the Hunting Grounds of Western America and British Columbia' (1905); the *Earl of Darnley's* 'Canadian Nights' (London, 1914; 7s. 6d.).

General information on emigration and settlement in the Dominion may be obtained from 'Canada: the Land of opportunities', by F. W. Frier (London, 1913; 3s. 6d.); 'Canada and the British Immigrant', by E. P. Weaver (London, 1914; 3s. 6d.); 'Homesteading: Two Prairie Seasons', by E. West (London, 1918; 19s. 6d.); 'Making Good in Canada', by F. A. Tatbot (London, 1912; 3s. 6d.); and 'The Golden Land', by A. E. Copping (London, 1911; 6s.).

The following recent French works of description and travel may be noted: 'Le Canada illustré', by F. I. Dupré & H. de Noëlle (Paris, 1919; 33 fr.); 'Terres et Peuples du Canada', by E. Miller (Montreal, 1912); 'Voyages au Canada français et aux Provinces maritimes', by E. Robert (Paris, 1919); 'Canada et les Canadiens', by A. Lorr (Paris, 1909); 'Chez les Français du Canada', by J. Lionnet (Paris, 1908); and 'Le Canada, les deux races', by André Siegfried (1903).

Geography. A good short geographical account of Canada is given by Dr. George M. Dawson and A. Sutherland in the 'Geography of the British Colonies' in 'McMillan's Geographical Series' (London, 1903). In Part III (Oxford, 1911; 4s. 6d.) of Vol. V of 'A Historical Geography of the British Colonies' J. D. Rogers presents a thorough summary of the historical geography of the Dominion with special reference to the ethnological problem. 'Canada and Newfoundland', ed. by H. M. Ait (2nd ed.; London, 1915; 15s.), being Vol. I of 'North America' in 'Stanford's Compendium of Geography and Travel' will appeal both to the scholar and the general reader. On the Arctic regions of N. W. Canada the best geographical information may perhaps be gathered from *Kildner's* *Sketches of a Life with the Eskimo* (London, 1913; 15s.). — *Lodge's* 'Gazetteer of the Dominion of Canada' (Montreal) is a useful compilation.

Those interested in geological phenomena should be provided with the guide-books prepared for the 12th meeting of the International Geological Congress at Ottawa in 1913 (40 vols.; Ottawa & Toronto, 1913) and 'An American Geological Railway Guide', by James MacFarlan (Pittsburg). The 'Reports' of the *Geological Survey* (list of publications supplied on application) also contain a great deal of matter of interest to the traveller. 'A Descriptive Sketch of the Geology of Canada' is given by R. W. Brock and A. G. Young (Ottawa, 1909). — An excellent series of booklets upon Canadian climates is published by the *Meteorological Service of Canada*. Department of Marine and Fisheries. — Elevations are found, alphabetically arranged, in *James White's* 'Dictionary of Altitudes in the Dominion of Canada' (2nd ed.; Ottawa, 1916), while in 'Altitudes in the Dominion of Canada' (2nd ed.; Ottawa, 1915), by J. White & G. H. Ferguson, they are arranged by lines of railways, provinces, etc.

The most exhaustive and detailed reports on the resources of Canada are those published by the *Commission of Conservation* (list of publications on application). 'Canada: The Country of the Twentieth Century', by Watson Griffin (Ottawa, 1916; with maps & illus.), is a well arranged and thorough compendium giving 'a comprehensive but epitomized review' of the resources and the industrial and commercial development of the Dominion. Other useful and interesting accounts will be found in the following books: 'The Unexploited West', by E. J. Chambers (Ottawa, 1914); 'Essai géographique économique du Canada', by H. Laureys (Paris, 1919; 7 fr. 50); 'L'Essor Industriel et Commercial du Peuple Canadien', by A. J. de Bray (Montreal, 1914); 'Canada's Future', ed. by E. A. Victor (Toronto, 1916); 'History of Canadian Wealth', by G. Myers (Chicago, 1914); 'Canada's Century', by R. J. Bassett (London, 1907; 6s.); 'Canada To-day and To-morrow', by A. E. Copping (London, 1911; 7s. 6d.); 'Handbook of Canada', prepared for the meeting of the British Association at Winnipeg in 1909; 'Canada: the New Nation', by H. R. Whates (London, 1906); 'Canada's Resources and Possibilities', by J. Stephen Jeans (London, 1904); and 'Progress of Canada in the Century', by J. C. Hopkins (Edinburgh, 1902).

Statistics and Reference Annuals. 'The Canada Year Book', an excellent publication issued annually by the *Dominion Bureau of Statistics*

(Ottawa), is almost indispensable to the student and more serious visitor to Canada. Of annuals containing statistical, commercial, and general information may be mentioned: 'Hutton's Annual' (Toronto; \$ 2), with a useful index to standard publications on Canada; 'Canada To-Day', published by the Canada Newspaper Co. (London; 2s. 6d.); 'The Canadian Almanac and Miscellaneous Directory' (Toronto; \$ 2); 'Anglo-Canadian Year Book' (London; 5s.); and 'The Canadian Year Book' (Toronto); 'Who's Who and Why in Canada' (Toronto). — 'The Year Book of Canadian Art' (London; 5s.).

Periodicals. 'Travel in Canada', published by the Canadian Travel and Immigration Association; 'The American Traveller's Gazette' (illus. monthly; Thos. Cook & Son, New York); 'Canada' (illus. weekly; London); 'The Canada Gazette' (illus. weekly; London).

Maps. The leading *General Maps* of the Dominion are the 'Map of the Dominion of Canada' (35, 58, & 100 M. per inch), published by the Department of the Interior; and the 'Geological Map of Canada', issued by the Department of the Geological Survey. *Railway Maps* of the Dominion are published by the Department of the Interior on the scale of 35 M. per inch (8 sheets) and 100 M. per inch (1 sheet). These maps can be procured by application to the Departments at Ottawa; and the geological map can also be obtained through a bookseller. — The series of maps accompanying the 'Annual Report of the Department for Railways and Canals' may also be consulted.

The best maps of the *Provinces* are a 'Map of the Province of Ontario' (6 M. per inch), issued by the Post Office Department, Ottawa; 'Quebec, with outline indications of adjacent provinces and states' (17½ M. per inch), issued by the Department of Colonization, Mines, & Fisheries, Quebec; 'MacKinlay's Map of Nova Scotia' (7½ M. per inch), published by A. W. MacKinlay, Halifax; 'Map of Prince Edward Island' (2½ M. per inch), published by G. Ballingall, Charlottetown; 'Loggie's Map of New Brunswick' (4 M. per inch), published by J. & A. McMillan, St. John; the maps of Manitoba, Alberta, Saskatchewan, and the North-West Territories, all on the scale of 12½ M. per inch and published by the Department of the Interior, Ottawa; 'Map of British Columbia' (17.75 M. and 30 M. per inch), issued by the Department of Lands and Works, Victoria; 'Map of Yukon' (24 M. per inch), published by the Surveys of Yukon Territory, Dawson.

Of *Detailed Maps* of various parts of the country on larger scales there must be first mentioned the excellent 'Topographic Map', published by the Intelligence Branch, Department of Militia and Defence, in two editions (1 M. per inch and 2 M. per inch). Based on these surveys are the maps on the same scale, published by the Geographical Section, General Staff, London (to be obtained from the agents in London, etc.). Other detailed maps are the 'Sectional Map of Canada' (3 M. per inch) and the 'Standard Topographical Map' (without surface forms), the latter in two editions (4 M. per inch and 8 M. per inch), all three published by the Department of the Interior, Ottawa. There are also large scale maps published by the Geological Survey, Ottawa, and by the Crown Lands Departments of the Provinces. All these maps can be obtained only by application to the respective Departments, except those of the Geological Survey, which may also be procured through booksellers.

Admiralty Charts of the Atlantic and Pacific Coasts, of the Gulf and River St. Lawrence, and of the Great Lakes may be had from the Admiralty or from their agents at Halifax, Quebec, Toronto, and Victoria. The Chief Hydrographer, Department of the Naval Service, publishes charts of the River St. Lawrence and Lake Superior. They can be purchased from Admiralty agents.

Charts of the Great Lakes, showing the Canadian coasts, are published by the Corps of Engineers, United States Army, and may be had from the Chief of Engineers, Washington.

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1. The Trans-Atlantic Voyage.

The following short account of the chief oceanic routes used by European visitors to Canada may be of service, although fares and times, and the routes followed by the steamers, are subject to frequent alterations. For further details of the routes to American ports, see *Baedeker's United States*. For general hints as to the voyage and the arrival (custom-house formalities), see pp. xii-xiv. The fares given below do not include the head-tax (comp. p. xii).

The following list of the colours of the funnels ('smoke-stacks') of the principal steamship-lines will help the traveller to identify the steamers he meets. *American*, black, with white band; *Anchor*, black (English flag); *Canadian Pacific Ocean-Services*, buff, with black top; *Compagnie Générale Transatlantique*, red, with black top (French flag); *Cunard*, red, with black top and three narrow black bands; *Dominion*, red, with white and red bands and black top; *Holland-America*, buff, with green and white bands; *Italian*, black, with white band; *Leyland*, red, with black top; *Red Star*, black, with white band; *Scandinavian*, black, with red band; *White Star*, buff, with black top.

The 'day's run' of the steamer, given in nautical miles (7 'knots' = about 8 Engl. M.), is usually posted up every day at noon in the companion-way. The traveller should remember that his watch will gain $1\frac{1}{2}$ - $\frac{3}{4}$ hr. daily in going W. and lose the same amount in going E.

Besides the transatlantic routes described below the following may be mentioned: from *London* to *Halifax* (Cunard Line); from *Antwerp* viâ Southampton to *Halifax* (Red Star Line); from *Genoa* and *Trieste* viâ Naples to *Montreal*, in winter to St. John (Canadian Pacific Ocean Services combined with the Navigazione Generale Italiana); from *London* to *New York* (Cunard Line and United States Mail Line); and from *Trieste* viâ various Mediterranean ports to *New York* (Cosulich Line).

a. From Liverpool to Quebec and Montreal.

This is the direct ocean-route from England to Canada and is that followed by the *White Star-Dominion Line* and the *Canadian Pacific Ocean Services* from the middle of April to the middle of November. Fare from 51l. 5s., second cabin from 30l. Quebec is 2625 nautical miles from Liverpool and is reached in 6-8 days; Montreal, 135 knots farther up the St. Lawrence, is reached in 10-12 hrs. more. The usual time on the Atlantic between Ireland and Belle Isle is 4-5 days. Steerage passengers are landed at Quebec, but cabin passengers have often the option of travelling thence to Montreal by special train or (recommended) of continuing the voyage up the beautiful St. Lawrence. In fine summer weather this is probably the most satisfactory approach to Canada from Europe. Quebec time is 4 hrs. 45 min. and Montreal time is 4 hrs. 55 min. behind that of Liverpool.

Liverpool, see *Baedeker's Great Britain*. As we pass down the wide estuary of the *Mersey* we see the crowded docks of Liverpool to the right, while to the left lies *New Brighton*, with its pier, fort, and lighthouse. The mouth of the river is marked by a lightship. On leaving the *Mersey*, the steamer turns to the N.W., passes to the S. of the *Calf of Man* (seen to the right), comes in sight of the coast of *Down* (Ireland), passes through *St. Patrick's Channel* (between Ire-

land and Scotland), and skirts the N. coast of Ireland, affording a view of the *Island of Rathlin* (left). After passing *Malin Head*, the northernmost point of Ireland, the steamer steers to the S.W. The last part of Ireland seen is usually *Tory Island* (light-house) or the island of *Arranmore*. The general course followed across the Atlantic is considerably to the N. of that of the New York boats, lying (roughly speaking) between the parallels of 52° and 56° N. lat. The first land seen in the New World is the island of *Belle Isle* (see p. 119), at the entrance to the straits of that name.†

We then thread the *Straits of Belle Isle*, 10-20 M. wide, lying between the forbidding coast of *Labrador* (see p. 126) on the right and the island of *Newfoundland* (p. 133) on the left. After we leave the Straits, the *Gulf of St. Lawrence* rapidly expands, but in clear weather land is almost continuously visible to the N. as far as Cape Whittle (see below). Beyond *Blanc Sablon* the N. coast of the Gulf belongs to the *Province of Quebec* (p. 157). Numerous fine salmon-streams flow into the Gulf all the way from Belle Isle to the Saguenay (p. 4), and many small fishing-stations may be seen along the shore. To the right, about 160 M. from Belle Isle, rises *Cape Melattina*, a bold headland. Beyond *Cape Whittle*, 80 M. farther on, the steamer is out of sight of land for about 75 M., until *East Point*, on the island of *Anticosti* (see below), is seen ahead.

Anticosti, dividing the St. Lawrence Gulf into two channels, lies at a distance of 25-70 M. from the coast of Quebec to which province it belongs. It is 135 M. long and 10-30 M. wide. The Dominion Government maintains two important signal-stations and lighthouses here, and there are also two private lighthouses. The island was purchased in 1885 by Mr. H. E. Menier (d. 1913), the chocolate-manufacturer of Paris, who expended large sums of money in developing the rich fisheries (cod, herring, lobster, and halibut) and agriculture. His experiments have proved that the soil and climate (mean temp. in Jan. 12° Fahr. and in Aug. 57°) compare very favourably with the mainland. There are three fair harbours, at *Ellis Bay* (with a break-water about $\frac{3}{4}$ M. long), *For Bay*, for small craft (with a lobster-cannery), and *South West Point*. The island is well timbered, and there is a good water-power. The permanent population (almost wholly French-Canadian) is 461 (1911), but numbers of workmen come every summer to work at the fisheries and clearing of the land. There are two villages, *Baye Ste. Claire* (or *English Bay*), near West Point, and *Strawberry Cove*. Mr. Menier's villa is at Ellis Bay. Salmon abound in all the rivers. Mr. Menier stocked the island with moose, red deer, and other wild animals, and considerable quantities of bear, fox, and martin fur are annually obtained. Comp. *Monographie de l'Île d'Anticosti*, by *Joseph Schmitt* (Paris, 1914). — The only regular communication with Anticosti is by a mail schooner, sailing twice a month from *Gaspé* (p. 90), and touching at *Baie Ste. Claire*. The private steamer 'Anticosti' plies twice a month between Ellis Bay and *Quebec* (p. 154), and conveys passengers provided with a permit from the owner.

The steamer passes to the S. of Anticosti, between it and the *Peninsula of Gaspé* (p. 89). To the left (S.) is *Cape Magdalen* (p. 153). Farther on, as we near the mouth of the St. Lawrence, the *Notre Dame Mts.* (p. 89) are seen to the left.

† In May and June the steamers enter the Gulf of St. Lawrence round the S. side of Newfoundland to avoid possible icebergs.

We leave the Gulf and enter the noble **St. Lawrence River** (see p. 218) between *Cape Chat* on the left and the low *Pointe des Monts* (lighthouse) on the right, ca. 580 M. from Belle Isle. The river is here 32 M. wide. About 25 M. farther on, to the left, rise the *Paps of Matane*. The steamers not carrying mails take on the pilot at *Father Point* (p. 92), while the mail-steamers take the pilot on board and land the mails and passengers for the Maritime Provinces at *Rimouski* (see p. 92), 80 M. from the mouth of the river, here 30 M. wide. Below Father Point the 'Empress of Ireland' foundered in 1914, after a collision, with great loss of life. About 10 M. above Rimouski are the little village of *Bic* (p. 93) and *Bic Island*. The outline of the S. shore here is picturesque. Farther on are *Trois Pistoles* (p. 93) and the *Rosade Isles*. *Green Island*, 6½ M. long, lies just below *Cacouna* (p. 93). Nearly opposite, on the N. shore, is the mouth of the *Saguenay* (p. 180). From this point to (130 Engl. M.) *Quebec* and (310 M.) *Montreal*, see RR. 36 and 30e.

b. From Liverpool to Halifax and St. John.

This is the winter-route of the *Canadian Pacific Ocean Services* and *White Star-Dominion Line*. The *Cunard Line*, calling at Queenstown (see p. 6), and the *Furness Line*, calling at St. John's, Newfoundland (comp. p. 103), ply twice monthly between Halifax and Liverpool, the former also between London, via Cherbourg, and Halifax (cabin from 30*l.*). The distance from Liverpool to Halifax is 2480 knots (time 7-8 days), to St. John 2765 knots. Halifax time is 4 hrs. 10 min. behind that of Liverpool. From Halifax the *White Star-Dominion* steamers go on to *Portland* (p. 25). The C. P. O. S. boats ply direct to *St. John* (p. 27).

From Liverpool to *Tory Island*, see p. 2. The course across the Atlantic is more southerly than that described at p. 3, the first American land seen being *Cape Race* (p. 115), the S.E. extremity of Newfoundland. Thence we steer to the W.S.W. to (460 knots) *Halifax* (p. 50), on the E. coast of *Nova Scotia*. The mails are put on shore here, and also those passengers who wish to continue their journey by rail (special train to Montreal and points in the W. of Canada and the United States).

c. From London to Quebec and Montreal via Havre.

Steamers of the *Canadian Pacific Ocean Services* follow this route once or twice monthly, calling at Havre. The distance from London to Quebec is 3105 nautical miles. Fare (cabin) from 29*l.* In winter the boats run to *St. John* (distance 2910 knots). — Comp. also R. 1 d.

London, see *Baedeker's London*. The steamers descend the estuary of the *Thames*, passing between *Southend* and *Shoeburyness* on the left and *Sheerness* and *Queenborough* on the right. Rounding the *North Foreland* (light), they steer S., passing *Deal*, the *South Foreland* (two fixed electric lights), and *Dover* (see *Baedeker's Great Britain*). The French coast is visible to the left. Beyond the *Straits of Dover* the steamer keeps on her way midway through the *English*

Channel, affording distant views of *Cape La Hague* and the *Channel Islands* to the left, and of the *Scilly Isles* (lighthouse) to the right. In the Atlantic Ocean it joins the route described in R. 1a.

d. From Havre to Quebec and Montreal.

This route is followed by the fortnightly steamers of the *Frederick Law Olmsted & Co. (Cavalier & Transatlantic)*. The distance from Havre to Quebec via Cape Race is 2031 nautical miles. The time taken is 8-11 days. — In winter the boats run to *St. John*.

Havre, see *Baedeker's Northern France*. The steamer steers out into the *English Channel* (comp. R. 1c) and follows a route similar to that described in R. 1c.

e. From Glasgow to Quebec and Montreal.

This route is followed by the *Canadian Pacific Ocean Services* and the *Anchor-Donaldson Line*. The distance from Glasgow to Quebec is 2550 knots (8-10 days). Fare (cabin) from 29l. Passengers may join the steamer at Glasgow or Greenock. The difference of time between Glasgow and Montreal is 4¾ hrs. In winter the C.P.O.S. boats ply to *St. John*.

Glasgow and the beautiful voyage down the *Firth of Clyde* are described in *Baedeker's Great Britain*. On leaving the estuary of the river, we round the *Mull of Cantyre* (right) and proceed to the W., along the N. coast of Ireland. Thence to *Montreal*, see R. 1a.

f. From Glasgow to Halifax and Portland.

The Glasgow steamers of the *Anchor-Donaldson Line* follow this route in winter. Distance to Halifax 2435 knots (7 days), to Portland 2850 knots (8 days). Portland time is 5 hrs. behind Glasgow time.

From Glasgow to *Tory Island*, see RR. 1c and 1a; thence to *Halifax* and *Portland*, see R. 1b.

g. From Antwerp to Quebec and Montreal via Southampton.

This route is used by the *Canadian Pacific Ocean Services*. The distance to Quebec is 3150 knots (11 days), from Southampton to Quebec 2790 M. viâ Belle Isle and 2903 knots viâ Cape Race (8-9 days). Fares (second class) from Southampton from 29l. The difference of time between Antwerp and Montreal is 5 hrs. — In winter the boats run to *St. John*.

Antwerp, see *Baedeker's Belgium and Holland*. The steamer descends the *West Scheldt*, passes *Flushing*, and enters the *North Sea*. The first English land sighted is the high chalk cliffs of the *South Foreland* (p. 4). The steamer then passes through the *Straits of Dover* and the *English Channel*. It hugs the English coast, passes between the *Isle of Wight* and the mainland (with *Portsmouth* to the right), and enters *Southampton Water*. From *Southampton* (see *Baedeker's Great Britain*) the steamer passes through the *Solent*, affording a good view of the *Needles* to the left (lighthouse; red flashing light). The steamer then skirts the English coast. To the

right is *St. Alban's Head*. Farther on, the *Portland Bill* (lighthouse), at the S. end of *Portland Island*, *Start Point* (white flashing light), and *Eddystone Lighthouse* (one fixed and one flashing light), in *Plymouth Bay*, are also seen to the right. After passing *Lizard Head* (lighthouse), in Cornwall, the most southerly point in England ($49^{\circ} 57' 30''$ N. lat.), the steamer steers past the *Scilly Isles* (p. 5) out into the Atlantic Ocean and finally approaches Canada as in R. 1a.

h. From Liverpool to New York.

This is the route followed by the *Cunard* and *White Star* steamship companies. The fastest steamers take about 5 days from port to port (comp. p. xiii), the slowest 8-9 days. The distance varies from 3000 to 3100 nautical miles (ca. 3400-3550 Engl. M.), according to the course followed. New York time is 4 hrs. 48 min. behind that of Liverpool. Passengers are conveyed by special train from London direct to the Riverside Station. Fares from 51*l.* 5*s.*, second class from 31*l.* 5*s.*

From Liverpool to the mouth of the *Mersey*, see R. 1a. Farther on, in clear weather, we see the Welsh coast to the left (S.), where the *Little* and *Great Orme's Heads* are the most prominent points, backed by the distant *Snowdon Group*. A little later we skirt the N. coast of the *Isle of Anglesey*, then turn to the left, and steer to the S.W. through *St. George's Channel*, soon losing sight of land. The *Skerries*, with a lighthouse, lie off the N.W. point of Anglesey.

The first part of the Irish coast sighted is *Carnsore Point*, at the S.E. corner of the island, off which lies the *Tuskar Rock Lighthouse*. In about 12-15 hrs. after leaving Liverpool we enter the beautiful inner harbour of *Queenstown* (250 Engl. M. from Liverpool), where a halt is made to take on board the mails and additional passengers (the weekly Cunard mail steamers do not call at Queenstown).

On leaving Queenstown, we skirt the S. coast of Ireland for some distance, passing several bold rocky headlands. The last piece of European land seen is usually the *Fastnet Rock* (lighthouse), off *Cape Clear Island*, 60 M. to the S.W. of Queenstown, or, in clear weather, *Dursey Island*, with the adjacent *Bull Rock Lighthouse*.

In crossing the Atlantic Ocean from E. to W., the steamer descends through about 11 degrees of latitude (Queenstown $51^{\circ} 50'$ N. lat., New York $40^{\circ} 42' 43''$). The course varies somewhat according to the season of the year and from other causes. The summer route crosses the *Banks of Newfoundland* (see p. 115). The first American land sighted is usually either *Fire Island* or the *Navesink Highlands*, each with a lighthouse; but before either of these we see the *Nantucket Lightship* (192 M. from the Sandy Hook Lightship), which communicates by the Marconi wireless system with Siasconset and reports incoming vessels. About 3 hrs. after sighting land we approach *Sandy Hook Bar* and enter the *Lower Bay of New York*.

The voyage thence to *New York* (p. 10), through the *Narrows* and up the beautiful *New York Harbour* (with the colossal *Statue of Liberty*, etc.), is described in *Baedeker's United States*.

1. From Liverpool to Boston.

This route is followed by the steamers of the *Loireland, Cunard*, and *Furness Lines* (cabin from 30*l.*). Distance to Boston 1875-2975 knots (7-10 days). Boston time is the same as that of New York.

The route is substantially the same as that to New York (R. 1*h*). *Boston*, see p. 18.

j. From Southampton to New York via Cherbourg.

This is the route followed by the *Cunard Line, White Star Line*, and the *United States Mail Line*, the last calling at Queenstown. The distance from Southampton to New York is 3075 knots, and the usual duration of the voyage is 7-9 days. Passengers are conveyed by special trains from London to Southampton, where they embark directly from the wharf. The steamers then proceed to Cherbourg, to meet passengers from Paris. Fares from 5*l.*, second cabin from 3*l.* 5*s.* Southampton time is 4 hrs. 54 min. ahead of that of New York. — Comp. also R. 1*l*.

From Southampton to the *Needles*, see R. 1*g*. The steamer then crosses to *Cherbourg* (see *Baedeker's Northern France*) and after leaving that port proceeds to the W. through the *English Channel* (comp. R. 1*g*). The last European land sighted is the *Scilly Isles* (p. 5). — The rest of the voyage is similar to that described in R. 1*h*.

k. From Havre to New York.

This route is followed weekly by the steamers of the *Compagnie Générale Transatlantique*. The distance is 3100 knots and the average time 5½-7 days. Fares from 49*l.*, second cabin from 33*l.* 14*s.* New York time is 5 hrs. behind that of Havre.

Havre, see *Baedeker's Northern France*. Voyage down the *English Channel*, see R. 1*g*. The farther course of the steamer resembles that described in R. 1*h*.

l. From Antwerp to New York via Southampton and Cherbourg.

This is the route of the *Red Star Line* (3340-3410 knots, in 8 days). The steamers sail 3 or 4 times monthly and call at Southampton and Cherbourg. Fares (from Southampton) from 48*l.* 15*s.*, second cabin from 28*l.* 15*s.* New York time is 5¼ hrs. behind that of Antwerp.

From Antwerp to *Southampton*, see R. 1*g*. The farther course of the steamer is similar to that described in R. 1*j*.

m. From Rotterdam to New York via Boulogne and Plymouth.

This is the route of the *Holland-America Line*, sailing weekly under the Dutch flag (3280 knots, in 8-10 days). The steamers call at Boulogne and Plymouth. Fares from Plymouth from 48*l.* 15*s.*, second cabin from 28*l.* 15*s.* — The steamers of the *Luckenbach Line* sail direct to New York.

Rotterdam, see *Baedeker's Belgium and Holland*. The steamer descends the picturesque *Maas* for 2 hrs. and then crosses the *North Sea* to (10-12 hrs.) *Boulogne* (see *Baedeker's Northern France*). Thence

the steamer sails through the *English Channel* (comp. RR. 1c, 1g) to *Plymouth* (see *Baedeker's Great Britain*). The rest of the voyage is similar to that of R. 1h.

n. From Glasgow to New York.

This is the route of the *Anchor Line* (2920 knots, in 7½-8 days; from *Moville*, 282½ knots, in 7-7½ days). Passengers may join the steamer at *Glasgow*, *Greenock*, or *Moville*. Fares from 4s. 2s. 6d., second cabin from 28s. 15s. The difference of time between *Glasgow* and *New York* is 4¾ hrs.

From *Glasgow* to *Tory Island*, see RR. 1e, 1a. The general course followed is to the N. of that of the *Liverpool* boats, not joining the latter before the *Banks of Newfoundland* (p. 115).

o. From Hamburg to New York.

Steamers of the *Royal Mail Steam Packet Co.* (fortnightly) and of the *Red Star Line* follow this route via *Southampton* and *Clerbourg*, those of the *Cunard-Anchor Line* (monthly) via *Clerbourg* and *Plymouth*. The weekly steamers of the *Hamburg-America Line* in connection with the *United American Lines* (3rd class only) call at *Clerbourg* and *Pouligne*, while those of the *American Line* (fortnightly) call at *Vigo* (Spain) and frequently at *Ponta Delgada* (Azores). The direct distance is about 3700 nautical miles (8-11 days). Fares from \$ 220, third class cabin from \$ 110.

The Express Steamers start from *Cuxhaven*, at the mouth of the *Elbe*, 58 M. from *Hamburg*, while the other boats start from *Hamburg* itself (wharf at the *Gross Grasbrook*; see *Baedeker's Northern Germany*). At *Cuxhaven*, *Southampton*, and *Clerbourg* passengers embark by tenders. *New York* time is 5 hrs. 35 min. behind that of *Hamburg*.

Leaving *Cuxhaven*, the steamer steers to the N.W., passing the three *Elbe Lightships* and affording a distant view of the rocks of *Heligoland* to the right. The first English lights are those of the *Gallopier Lightship* and the *Goodwin Sands*, while the first part of the coast to come in sight is usually near *Dover*. The farther course of the steamer resembles that described in RR. 1g, h, and j.

p. From Bremen to New York.

This route is followed by the steamers of the *United States Mail Steamship Co.* and the *North German Lloyd*. They ply fortnightly from *Panitzsch* via *Bremen* (480 nautical miles in 4 days) and weekly from *Bremen* to *New York* (3650 nautical miles in 7-10 days). Fares from *Bremen* from \$ 225½, third class \$ 110. The steamers do not call at *Bremen* itself but at *Bremerhaven*, 39 M. below, at the mouth of the *Weser*, whither passengers are conveyed by special train from *Bremen*.

Leaving the mouth of the *Weser* the steamer steers to the N.W. with the *Jade-Busen* opening to the left. Farther on it passes the *East Frisian Islands* and calls at *Southampton* and *Clerbourg*. The rest of the voyage is similar to that described in R. 1j.

q. From Copenhagen, Christiania, and Christiansand to New York.

The steamers of the *Scandinavian-America Line* ply thrice monthly from *Copenhagen* to *New York* (3705 knots) in about 11 days, calling at (275 knots) *Christiania* one day and at (165 knots) *Christiansand* two days.

after starting. Fares from \$ 250, second cabin from \$ 168. New York time is 6 hrs. behind that of Copenhagen and Christiania.

Copenhagen, see *Baedeker's Norway, Sweden, and Denmark*. The steamer steers up the *Cattégat*, passing about halfway to Christiania the tall light-house of *Skagen* (I.), the northmost point of *Jutland*. At *Christiania* (see *Baedeker's Norway*), at the head of the picturesque *Christiania Fjord*, the steamer retraces its course through the fjord and follows the coast of Norway to *Christiansand*. Leaving *Christiansand*, the steamer steers to the W., past the light of *Ryningen*, one of the strongest in the world, and *Cape Lindesnes*, the S. extremity of the Norwegian mainland, and then rounds the N. coast of Scotland, to the N. of and within sight of the *Orkney Islands*. Farther on it turns to the S.W. and eventually joins the route described in R. 1a, off the Banks of Newfoundland.

r. From Christiania and Bergen to New York.

This is the route of the *Norwegian-American Line* (*Nor-norske Amerikalinien*). The distance from Bergen to New York is 3400 knots and the time taken about 8½ days. Fares from \$ 250, second class from \$ 168.

Christiania, see *Baedeker's Norway, Sweden, and Denmark*. The steamers call at *Christiansand*, *Stavanger*, and *Bergen*, whence they sail direct to New York round the N. coast of Scotland (comp. R. 1q).

s. From Gotenburg to New York.

This route is followed once or twice monthly by the *Swedish American Line* (*Svenska Amerika Linien*). The distance is about 3500 knots. Fares from \$ 220, second cabin from \$ 168.

Gotenburg, see *Baedeker's Norway, Sweden, and Denmark*. The steamer steers W. to the entrance of the *Skager-Rack* where it joins the route described in R. 1q.

t. From Genoa and Naples to New York.

The *Italian Royal Mail Steamship Co.* (*Navigazione Generale Italiana*) maintains a monthly service on this route, while there are also more or less regular sailings between these ports by the steamers of the *White Star Line*, the *Lloyd Sabauda*, and other companies. The distance from Genoa to New York is 4500 knots (10-13 days) from Naples to New York 4150 knots (9-12 days). Fares from \$ 220, second cabin from \$ 150. New York time is 6 hrs. behind that of Italy.

For the Italian ports, see *Baedeker's Italian Handbooks*. Leaving *Genoa*, the steamers steer to the S., along the coast of Italy, to *Naples*. They then turn towards the W., pass to the S. of *Sardinia*, and proceed through the Mediterranean Sea to *Gibraltar* (see *Baedeker's Spain and Mediterranean*). Beyond the straits, their course across the Atlantic to New York is slightly to the N. of W. They pass within sight of the *Azores*.

2. From New York to Montreal.

a. Via Albany (or Troy), Saratoga, and Lake Champlain.

384 M. NEW YORK CENTRAL & HUDSON RIVER RAILROAD to (143 M.) Albany in 3-4 hrs.; DELAWARE & HUDSON RAILROAD thence to (191 M.) Rouse's Point in 5¾-7 hrs.; GRAND TRUNK RAILWAY thence to (50 M.) Montreal in 1½-2 hrs. (through-express in 10¾-12½ hrs.; through-fare \$ 14.16, parlor-car \$ 3, sleeper \$ 3.75; best views to the left as far as Albany, then to the right). Luggage checked through to Montreal is examined by the custom-house officers on arrival. — This is the shortest and most direct route from New York to Montreal. Those who have not seen the Hudson should go by STEAMER to Albany.

The United States portions of this and the following routes are given in the merest outline, and the reader is referred for greater detail to *Baedeker's United States*.

New York.

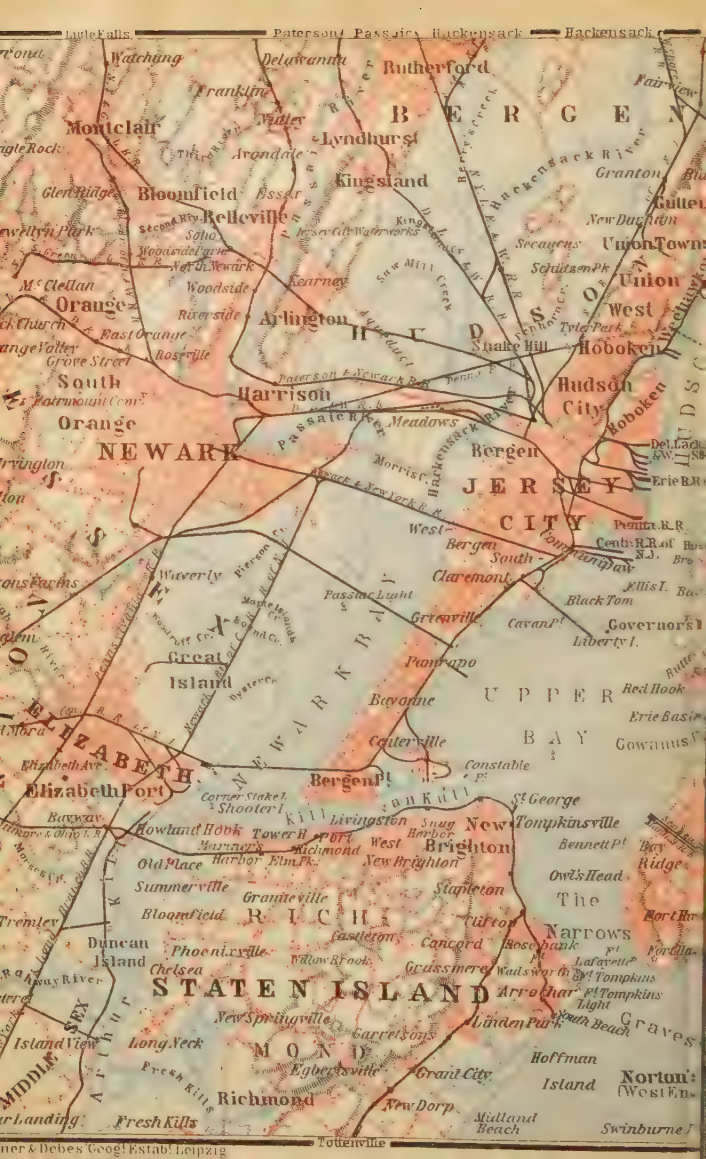
Hotels. Between 31st St. and 35th St.: *Pennsylvania*, opposite the Pennsylvania Station, with 2200 rooms; **McAlpin*, with 1500 rooms, *Imperial*, both in Broadway; *Waldorf-Astoria*, Fifth Ave.; *Vanderbilt*, Madison Ave.; **Park Avenue*, Fourth Ave. — Between 41st St. and 55th St.: **Commodore*, with 2000 rooms, *Biltmore*, *Belmont*, *Murray Hill*, all four in Pershing Square and directly connected with the Grand Central Terminal (p. 13); **Ritz Carlton*, Madison Ave.; *Ambassador*, Park Ave.; *St. Regis*, *Gotham*, *Buckingham*, all three Fifth Ave.; **Astor*, Broadway. — Above 58th St.: **Plaza*, *Savoy*, *Netherland*, these three opposite the entrance to Central Park (p. 13); *Majestic*, Central Park West; *Ansonia*, with 1400 rooms, *Marie Antoinette*, both in Broadway. — *Boarding Houses* and *Furnished Lodgings* are easily procured.

Elevated Railways. The four *Elevated Railways* of New York traverse Second, Third, Sixth, and Ninth Avenues from end to end of Manhattan Island (uniform fare 5c.). Trains run every few minutes during the day, and on Third, Sixth, and Ninth Avenues also during the night at intervals of 10-20 minutes.

Subways. There are two underground electric railways (uniform fare 5c.). The line of the *Interborough Rapid Transit Co.* extends from the City Hall (p. 12) to 96th St., whence the *Broadway Branch* goes on to 242nd St. (Van Cortlandt Park) and the *Lenox Avenue Branch* to Bronx Park (p. 13). An extension to the S. from the City Hall to the *Battery* ('South Ferry') affords connection with Brooklyn by means of a tunnel under the East River. — The *Brooklyn Rapid Transit Co.* operates a line which after crossing under the East River to the *Battery* (p. 11) runs via the Broadway (p. 11), Times Sq. (p. 12), Seventh Ave. and 59th St. to Long Island.

The '*Hudson Tube*' (Hudson & Manhattan Railroad) connects the business section of the city with the Pennsylvania and other railways on the New Jersey side of the Hudson River by two sets of tunnels. The down-town tunnel terminates at the *Hudson Terminal Building*, cor. of Church St. and Fulton St.; the up-town terminal is at Sixth Ave. and 33rd St. Extensive additions to these systems are in progress.

Tramways (mainly electric) traverse nearly all the avenues running N. and S. and most of the important cross-streets (uniform fare 5c.). The cars nominally stop only at the upper crossings going up, and at the lower crossings going down town. — **Motor Omnibuses** ('stages'; fare 10 c.) run from Washington Sq. up Fifth Ave. to 116th St., and to Riverside Drive and Grant's Tomb (p. 13).







Cabs. Besides *Motor Cabs* there are also *Horse Cabs*, *Hansom*s, and *Horse Coaches*, all with fixed tariffs. Reasonable hand-luggage is free but trunks are charged extra. — Some of the railways have special cab-services at moderate rates.

Various **Excursion Brakes**, '**Sight-Seeing Automobiles**', and **Steam Yachts** afford an excellent method of making a first general acquaintance with the city. The more adventurous traveller may prefer a trip by **Aeroplane** round the city (ca. \$ 5) or out to its environs. Particulars on all these services at the hotels and in the newspapers.

Post Office, near the Pennsylvania Station, open day and night, on Sun. 9-11 a.m.; also numerous *District Stations* and *Sub-Stations* (in drug-gists' shops). — *Telegraph Messages* may be sent from all the chief hotels.

Theatres. Among the chief of the numerous theatres are the *Metropolitan Opera House*, *Belasco*, *Booth*, *Cassio*, *Century*, *Criterion*, *Hudson*, *Lyceum*, *Lyric*, *New Amsterdam*, *Park*, and *Schubert*. The *Hippodrome*, the *Strand Theatre*, and the *Winter Garden* are also prominent places of amusement.

Tourist Agents, Bankers, etc. *Thos. Cook & Son*, 245 Broadway (opp. City Hall Park) and 561 Fifth Ave. (cor. of 56th St.); *Raymond & Whitcomb Co.*, 225 Fifth Ave.; *American Express Co.*, 65 Broadway.

British Consul-General, *Mr. Henry Glister Armstrong*.

New York, the largest and wealthiest city of the New World and the first seaport of the world, with ca. 6 million inhab. (5,620,048 in 1920), representing almost every nationality, is situated on New York Bay, at the confluence of the *Hudson River* with *East River* (comp. below), in 40° 42' N. lat. and 74° 0' W. long. It comprises the boroughs of *Manhattan*, *The Bronx*, *Brooklyn*, *Queens*, and *Richmond*, which have a joint area of 327 sq. M. ('Greater London' ca. 693 sq. M.). *Manhattan* or *New York* proper, with (1920) 2,284,103 inhab., consists mainly of the long and narrow *Manhattan Island*, which is bounded by the *Hudson* or *North River* on the W. and the *East River* on the E., while it is separated from the mainland (*Bronx*) on the N. and N.E. by the *Harlem River* and *Spuyten Duyvil Creek*. The older and lower part of the city, irregularly laid out, with huge office-buildings and 'sky-scrappers' (see p. 12), is the chief seat of its vast commercial enterprise and wealth. Above 13th St. the streets are wide and laid out at right angles to each other. The handsomest streets and residences are in the vicinity of *Central Park* (p. 13), and along the precipitous banks of the *Hudson* to the W. and N.W. of that quarter. An excellent view of the busy *Harbour* (p. 6) is afforded by a trip in a steam yacht (see above) or by a walk along *South St.* skirting the *East River*. — *New York* was founded by the Dutch in 1624 under the name of *New Amsterdam*, and passed into English possession 40 years later. *Greater New York*, as above described, was constituted in 1897.

The most important business-street of *New York* is **Broadway**, which runs from *Battery Park* (with *Aquarium*), at the S. end of *Manhattan Island*, to (5 M.) *Central Park* (p. 13). Among the chief buildings in or near it, enumerated from S. to N., are the large **Custom House**, at its S. extremity; the huge *Produce Exchange* (right); the *Exchange Court Building* (right); the *Manhattan Life*

Insurance Co. (right); *Empire Building* (left); *Trinity Church* (l.: 1839-46); the *Equitable Life Insurance Co.* (r.); *St. Paul's Chapel* (l.), the oldest church-edifice in New York (1756); *Woolworth Building* (60 stories, 792 ft.; superb *View from tower, 50 c.); the *Park Row Building* (30 stories; 387 ft.), the *City Hall*, the *Court House*, the *Municipal Building*, the *Hall of Records*, and several large *Newspaper Offices*, all in or near *City Hall Park* (to the right); the *Wanamaker Store* (8th St.-10th St.; r.); and the attractive *Grace Church* (r.; cor. of 11th St.). At 14th St. Broadway reaches **Union Square*, with its statues and fine shops; and at 23rd St. it reaches **Madison Square*, likewise embellished with statues and surrounded by several buildings, including the **Appellate Court House* (cor. of 25th St.), the *Metropolitan Life Insurance Building*, and, at the junction of Broadway and Fifth Ave., the *Flat Iron Building*, erected on a triangular ground-plan. Farther on, Broadway passes numerous theatres and hotels (brilliant electrical display at night) and reaches *Times Square* (or *Longacre Square*), with the tall building (375 ft.) of the *New York Times*, beyond which it is somewhat uninteresting.

Among the streets diverging from Broadway are *WALL STREET*, the *Lombard Street* of New York, with the *Stock Exchange*, the *U. S. Sub-Treasury*, and the *National City Bank*; *Liberty Street*, with the **New York Chamber of Commerce* building; the busy *Fulton Street*; *Park Row*, at *City Hall Park*, leading to the *Bowery*; *Astor Place* (r.), leading to the *Mercantile Library* and the *Cooper Union*; *FOURTEENTH STREET*, a busy shopping-resort, with *Tammany Hall*; and *TWENTY-THIRD STREET*, a more fashionable shopping-resort, containing the substantial building of the *Young Men's Christian Association*. — At *Park Row* starts the famous **Brooklyn Suspension Bridge*, crossing the *East River* in one main span of 1595 ft. It commands a splendid *View of New York, Brooklyn, and the Harbour. [Farther up the *East River* are the *Williamsburg Bridge*, *Manhattan Bridge* (1910), *Queensboro Bridge* (1909), and *Hell Gate Bridge* (1917), the last an arch bridge, with a single span of ca. 1000 ft.].

**Fifth Avenue*, the chief street in New York from the standpoint of wealth and fashion, runs from *Washington Square* to (6 M.) the *Harlem River* (p. 11). Between 40th St. and 42nd St. is the building of the **New York Public Library* (1911), one of the greatest architectural monuments of the city with valuable collections of rare books and MSS., pictures, and sculptures. Above 42nd St. Fifth Avenue consists almost wholly of fine private houses, clubs, and churches, including the *Synagogue of Emanu-El*, the *Dutch Reformed Church of St. Nicholas*, *St. Patrick's Cathedral* (R. C.; between 50th St. and 51st St.), a large bui'ding of white marble (1879), the most important ecclesiastical edifice in the United States, and the *Fifth Avenue Presbyterian Church*. At 59th St., where Fifth Avenue reaches *Central Park* (p. 13), is a fine **Statue of General Sherman*, by St. Gaudens.

Other fine streets, running parallel with Fifth Avenue, are **Madison Avenue*, formerly vying with Fifth Avenue as a residence-street and *Park Avenue* containing many handsome charitable and educational institutions. At 42nd St. *Park Ave.* is interrupted by

the **Grand Central Terminal**, a huge building, constructed of steel, with grey stucco façades.

***Central Park**, occupying the centre of Manhattan Island, between 59th St. and 110th St., covers 840 acres of ground and is very beautifully laid out. It is adorned with numerous monuments, the most important of which is **Cleopatra's Needle*, brought from Alexandria in 1877.

On the W. side of Central Park, between 77th St. and 81st St. (Sixth or Ninth Ave. Elevated R. R.), stands the ***American Museum of Natural History**, with highly interesting collections (adm. daily, 9-5; fee on Mon. & Tues. 25 c.).

The ***Metropolitan Museum of Art**, on the E. side of Central Park, opposite 82nd St. (Fifth Ave. omnibus) and near *Cleopatra's Needle* (see above), should be visited by every traveller in New York (adm. daily, 10 to dusk; on Mon. and Frid. 25 c., at other times free; also on Mon. & Frid., 8-10 p.m., and on Sun. afternoon).

Among the chief features of the museum are the *Cresnel Collection of Cyprian Antiquities*; the *Ancient Pictures*, including good examples of Rembrandt, Van Dyck, Frans Hals, Velazquez, Rubens, Van der Meer, and Jacob van Ruyssdael; the *Modern Paintings* of the French (Meissonier, Detaille, Corot, Rosa Bonheur, etc.), German, English, and American schools; the *J. P. Morgan and Altman Collections*; the *Collection of Glass*; the *Greek and Roman Antiquities* (Boscotiale Frescoes, Etruscan Bize); and the *Musical Instruments*.

***Riverside Drive or Park**, extending from W. 71st St. to W. 127th St. (ca. 3 M.), commands splendid views of the Hudson. Near the N. end of the Drive is the sumptuous *Tomb of General Ulysses S. Grant*. — Not far off are *Morningside Heights*, with ***Columbia University** (at 114th St.-121st St.; reached by Broadway Subway), one of the leading universities of America (14,600 students). — At the corner of Morningside Avenue and 112th St. is the *Episcopal Cathedral of St. John the Divine* (still far from completion).

The extensive ***Zoological Garden** (264 acres), occupying the S. part of *Bronx Park*, in the *Borough of the Bronx* (p. 11), with highly interesting collections, and the *Botanical Gardens*, at the N. end of the park, may be reached by the Subway, by the Third Ave. Elevated R. R., or by the New York Central R. R. — **Ellis Island** (steamer at frequent intervals), situated to the S.W. of Battery Park (p. 11), contains the immigrant station which is most completely equipped.

The visitor to New York, with a few days to spend, will find many other objects of interest both in the city itself and in its environs (see *Baedeker's United States*).

The train starts from the *Grand Central Terminal* (see above), crosses the *Harlem River* (p. 11), and runs to the W. to (10 M.) *Spytten Duyvil*, beyond which it skirts the E. bank of the *Hudson* (*Views).

14 M. *Yonkers* (pop. 100,126 in 1920), a residential suburb of New York; 25 M. *Tarrytown*, the burial-place of Washington Irving (d. 1859); 30 M. *Ossining*, formerly *Sing Sing*, with the large New York State Prison; 41 M. *Peekskill*; 58 M. *Fishkill*; 73 M. *Poughkeepsie*, the seat of Vassar College (1861; ca. 1100 women-students); 114 M. *Hudson*. Opposite rise the *Catskills*. At (142 M.) *Rensselaer* we cross the Hudson.

143 M. *Albany* (*Ten Eyck*; *Hampton*; *Kenmore*; *Stanwix Hall*), the capital of New York State, is a thriving commercial city with (1920) 113,344 inhabitants. It possesses many handsome buildings, including the *Capitol* in the French Renaissance style (1867-98; restored after a fire in 1911), and retains much of the character of its original Dutch foundation (1609). — The train now follows the W. bank of the Hudson to (161 M.) *Mechanicville*. — 181 M. *Saratoga Springs* (*United States*, *Grand Union*, *Worden*, and many others), formerly one of the most noted inland watering-places in the United States, with about 30 saline mineral springs (season, July and Aug.). Some distance to the S. of the Springs lies the battlefield of Saratoga where Sir John Burgoyne (p. 15) surrendered to the Americans (1777). — Beyond Saratoga the train runs to the N.E., crossing the Hudson again at (198 M.) *Fort Edward*, whence a branch-line runs to (14 M.) *Lake George Station*, at the head of *Lake George*. — 220 M. *Whitehall*, at the S. extremity of **Lake Champlain* (area ca. 500 sq. M.), which communicates with the Hudson by the *Champlain Canal* and with the St. Lawrence by the *Richelieu* (see below). We now follow the W. bank of the lake. 242 M. *Fort Ticonderoga*, the junction of a line to (5 M.) *Baldwin*, at the foot of Lake George, and the starting-point of the Lake Champlain steamers. At (259 M.) *Port Henry* the *Adirondack Mts.* are seen to the left. 270 M. *Westport*; 297 M. *Port Kent*, the junction of a line to the (3 M.) wonderful **Ausable Chasm*. — 307 M. *Bluff Point Station*, for the large and finely fitted-up **Hotel Champlain* (200 ft.), commandingly situated on *Bluff Point*, overlooking Lake Champlain.

310 M. *Plattsburg* (*Fouquet Ho.*; *Witherill*), a town of (1920) 10,909 inhab., on the W. shore of Lake Champlain, is a convenient point for excursions on that lake and is also one of the gateways to the Adirondacks. — Our line now leaves Lake Champlain. 319 M. *West Chazy* is the junction of an alternative route to Montreal.

At (334 M.) *Rouse's Point* (*Montgomery*, *New Holland Ho.*), at the N. end of Lake Champlain, we enter the *Province of Quebec* (p. 157) in the *Dominion of Canada* (custom-house examination of hand-baggage). We now run over the tracks of the Grand Trunk Railway, near the left bank of the *Richelieu* (see above). The country traversed is a flat alluvial plain. 340 M. *Lacolle* (*Windsor Ho.*, \$2½).

357 M. *St. John's*, or *St. Jean* (*St. John's*, from \$3½; *Windsor*, *National*, from \$3; *Canada*, from \$2; *Rail. Restaurant*; *U.S. Consul*),

on the Richelieu, is a quaint French-looking little town of 8300 inhab., with some manufactures and a local trade in grain, produce, and lumber. It was at one time of considerable importance as a fortified post commanding the line of approach by the Champlain Valley, and it was one of the chief bases of supply for the troops of Carleton and Burgoyne (comp. pp. 14, 20), in the campaigns of 1776-7. The grass-grown fortifications and the old colonial houses contribute to its picturesqueness. The railway line from St. John's to (16 M.) *Laprairie* (p. 145), the first in Canada, was opened in 1836. 364 M. *L'Acadie* (p. 47); 372 M. *Brosseau Junction*; 376 M. *Ranelagh* or *Golf Links*; 378 M. *St. Lambert* (see p. 145), an important railway junction. The train now crosses the *St. Lawrence* by the *Victoria Bridge* (see p. 144) and sweeps round to the left, passing the suburban stations of (381 M.) *Point St. Charles* and (382 M.) *St. Henri*. 384 M. *Montreal* (Bonaventure Station), see p. 131.

b. Viâ Troy, Rutland, and Burlington.

396 M. **NEW YORK CENTRAL & HUDSON RIVER RAILROAD** to (118 M.) *Troy* in 4 1/2 hrs.; **BOSTON & MAINE R. R.** thence to (39 M.) *White Creek* in 1 1/3 hr.; **RUTLAND R. R.** thence to (188 M.) *St. John's* in 6 1/2 hrs.; **CANADIAN PACIFIC RAILWAY** thence to (39 M.) *Montreal* in 3/4 hr. (through-trains in 12-13 hrs.; fare \$ 14.16, sleeper \$ 4.50).

From New York to (142 M.) *Rensselaer*, see R. 2a.

148 M. **Troy** (*Rensselaer*; *Fifth Avenue*; *Mansion Ho.*), is a busy industrial city with (1920) 72,913 inhab. and the *Rensselaer Polytechnic Institute*, and also an important railway centre. It lies at the head of the steam-navigation of the *Hudson* which is here joined by the *New York State Barge Canal*. This canal, a reconstruction (1905-18; ca. 342 M. long) of the old *Erie Canal* (1825), connects with *Lake Erie* (p. 232), running from *Troy W.* to *Tonawanda* (p. 226).

Our train here turns to the right (N.E.) and runs over the *Boston & Maine R. R.* to (178 M.) *White Creek*. We then run toward the N., with the *Green Mts.* at some distance to the right. 202 M. *Manchester*, at the base of *Mt. Equinox* (3816 ft.); 233 M. *Rutland* (*Berwick*; *Rail. Restaurant*), in the centre of the marble-quarries of *Vermont*. Farther on, views of the *Green Mts.* are obtained to the right. — 300 M. **Burlington** (*Vermont*; *Van Ness Ho.*; *Sherwood*), the chief city of *Vermont*, with (1920) 22,779 inhab. and a large lumber-trade, is finely situated on the E. bank of *Lake Champlain*. The *University of Vermont* here is attended by ca. 850 students.

To the N. of *Burlington* the line crosses the beautiful islands of *Lake Champlain*, with the aid of long embankments. 314 M. *South Hero*; 318 M. *Grand Isle*; 325 M. *North Hero*. The line now returns to the mainland. 333 M. *Isle La Motte*. At (337 M.) *Alburgh* handbaggage is examined by the Canadian custom-house officers. A little farther on we enter *Quebec* (p. 157) and run along the E. bank of

the *Richelieu* (p. 14). 343 M. *Noyan* is the junction of the Grand Trunk Railway to Ottawa and of the Quebec Southern Railway to St. Hyacinthe (see p. 149). 346 M. *Clarenceville*. At (365 M.) *Iberville*, the junction of a line to St. Hyacinthe (p. 149), we cross the *Richelieu* to (366 M.) *St. John's* (p. 14), where we join the Canadian Pacific Railway. — Hence to —

396 M. *Montreal* (Windsor Street Station), see p. 47.

c. *Viâ the Connecticut Valley.*

450 M. NEW YORK, NEW HAVEN, & HARTFORD RAILROAD to (136 M.) *Springfield* in $3\frac{1}{2}$ - $4\frac{1}{4}$ hrs.; CONNECTICUT & PASSUMPSIC DIVISION OF THE BOSTON & MAINE R.R. thence to (50 M.) *South Vernon* in $1\frac{1}{4}$ -2 hrs.; CENTRAL VERMONT R.R. thence to (10 M.) *Brattleboro* in $\frac{1}{2}$ - $1\frac{1}{4}$ hr.; CONNECTICUT RIVER DIVISION OF THE BOSTON & MAINE R.R. thence to (63 M.) *White River Junction* in 2- $2\frac{1}{2}$ hrs.; CENTRAL VERMONT R.R. thence to (16 $\frac{1}{2}$ M.) *St. John's* in 5-6 hrs.; GRAND TRUNK RAILWAY thence to (27 M.) *Montreal* in $\frac{3}{4}$ -1 hr. (through-fare \$15.81, sleeper \$3.75; express from New York to Montreal in $14\frac{1}{4}$ -15 hrs.).

The train starts from the *Grand Central Terminal* (p. 13), crosses the *Harlem*, and farther on runs to the N.E., skirting *Long Island Sound*. 28 M. *Greenwich*, in *Connecticut*; 33 M. *Stamford*; 56 M. *Bridgeport*, with (1920) 143,538 inhab. and important manufactures of sewing-machines. — 73 M. **NEW HAVEN** (*New Hotel Garde; Taft; Volk; Rail. Restaurant*), the largest city (162,519 inhab. in 1920) in *Connecticut*, with a considerable trade and numerous manufactures, is well known as the seat of *Yale University* (1701; ca. 2550 students). — 110 M. **HARTFORD** (**Allyn Ho.; Highland Court; Dillon Court; Rail. Restaurant*), on the navigable *Connecticut River* (see below), the capital of *Connecticut*, with (1920) 138,036 inhab., has a handsome *Capitol* and other public buildings. — 136 M. **Springfield** (*Kimball; Highland; Worthy; Rail. Restaurant*), an industrial city of *Massachusetts*, with (1920) 129,563 inhab., is best known for the rifles made in the *U. S. Arsenal* here.

Our train now diverges to the left from the line to Boston and ascends the beautiful ***Valley of the Connecticut** (views mainly to the right). 144 M. *Holyoke*, with (1920) 60,203 inhab. and important paper-mills; 153 M. *Northampton*, the seat of *Smith College* (1871; ca. 2000 women-students). 186 M. *South Vernon*, in *Vermont*; 196 M. *Brattleboro*. At (220 M.) *Bellows Falls* (Rail. Restaurant; comp. p. 18) we cross the *Connecticut*, recrossing it at (245 M.) *Windsor*. — 259 M. *White River Junction* (Rail. Restaurant), junction of an alternative route to *Montreal* viâ *Wells River* (p. 19) and *Newport* (see R. 3c) and of the line to *Quebec* (see R. 4).

Our line (Central Vermont R.R.) ascends the picturesque ***Valley of the White River**, which flows through the *Green Mts.* From (323 M.) *Montpelier Junction* a short branch-line runs to *Montpelier* (7,125 inhab. in 1920), the capital of *Vermont*. — 333 M. *Waterbury* is a good centre for excursions among the *Green Mts.* Farther

on, *Lake Champlain* (p. 14) comes into sight on the left. — 355 M. *Essex Junction*; 379 M. *St. Albans* (Rail. Restaurant); 393 M. *Hightgate Springs*. A little farther on we enter *Quebec* (p. 157). Beyond (405 M.) *Stanbridge* (p. 20) we see the *Rougemont* and *Beloeil Mts.* (p. 145) to the right, rising as isolated masses from a level plain. Crossing the wide *Richelieu* (*Views to right and left) at (423 M.) *St. John's*, we join the route described at pp. 14, 15 (G. T. R.).

450 M. *Montreal* (Bonaventure Station), see p. 131.

d. Viâ Utica and the Adirondacks.

469 M. NEW YORK CENTRAL & HUDSON RIVER RAILROAD in about 15 hrs. (fare \$ 17.01). — This route crosses the Adirondacks and forms a convenient approach to many points in that district. Travellers may also approach Montreal during summer by steamer from *Beauharnois* (see below), descending the *St. Lawrence* (see p. 218).

From New York to (143 M.) *Albany*, see R. 2a. We now turn to the left (W.) and leave the *Hudson*. 146 M. *West Albany*; 160 M. *Schenéctady*, an industrial town with (1920) 88,723 inhabitants. We ascend the smiling **Mohawk Valley*, with the *New York State Barge Canal* (see p. 15). 217 M. *Little Falls*, in a romantic gorge.

At (238 M.) *Utica* (*Utica*; Rail. Restaurant), a cheese-making town with (1920) 94,156 inhab., our line diverges to the right from the Buffalo line and runs N.W., across the W. side of the *Adirondack Wilderness*. 255 M. *Trenton Falls* (Hotel Trenton), with a series of fine *Waterfalls. — 290 M. *Fulton Chain*, the junction of a line to the *Fulton Lakes*; 295 M. *Clearwater*, the junction of a line to *Raquette Lake* and *Blue Moun'ain Lake*; 340 M. *Tupper Lake* (see p. 197), 1½ M. from *Tupper Lake Village* (Waukesha; Altamont; Iroquois); 360 M. *Saranac Inn Station*. From (364 M.) *Lake Clear* a branch-line runs to (5 M.) *Saranac Lake* and (15 M.) *Lake Placid*. 368 M. *Paul Smith's*; 380 M. *Loon Lake*.

At (405 M.) *Malone* the train crosses the Rutland R.R. and continues to run towards the N. Beyond (413 M.) *Constable* we enter *Quebec* (p. 157). 423 M. *Huntingdon*. At (435 M.) *Valleyfield* (comp. p. 204; Larocque Hô., New Windsor, from \$ 3), a busy little industrial town (10,000 inhab.) and seat of a R. C. bishop, we reach the *St. Lawrence*, along the S. bank of which we now run to the right. 448 M. *Beauharnois* (comp. above and p. 220). At (456 M.) *Chateauguay* the French Canadian militia under Col. de Salaberry gained an important victory over the Americans in 1813 (battlefield marked by a monument erected in 1895). 461 M. *Adirondack Junction* (see p. 47).

469 M. *Montreal* (Windsor Street Station), see p. 131.

3. From Boston to Montreal.

a. Viâ Rutland and Burlington.

330 M. BOSTON & MAINE RAILROAD (FITCHBURG DIVISION) from Boston to (114 M.) *Bellows Falls* in 3½-4 hrs.; RUTLAND RAILROAD thence to (186 M.) *St. John's* in 6½-6¾ hrs.; CANADIAN PACIFIC RAILWAY thence to (30 M.) *Montreal* in 1 hr. (through-fare \$ 12.04; parlor-car \$ 2¼; sleeper \$ ¾).

Boston (*Copley-Plaza, Somerset, Touraine, Brunswick, Lenox, etc.*), at the head of *Massachusetts Bay*, about 200 M. to the N.E. of New York, is the capital of *Massachusetts*, with 748,060 inhab. in 1920, and the second seaport in the United States. It is one of the oldest (1630) and most interesting cities in the United States, well known for its literary associations (*Longfellow, Emerson, Lowell, Whittier*).

Among the sights of Boston which even the most hurried traveller should not omit are the *State House*, the *Old State House*, *Faneuil Hall*, the *Old South Meeting House*, *Trinity Church*, the *Public Library*, the *Museum of Fine Arts*, *Fenway Court* (*Gardner Art Collection*), the *Shaw Monument*, the *Common*, and the *Old Granary Burial Ground*. Those who have a little more time should include the handsome residence-quarters of the *Back Bay*, and the neighbouring city of *Cambridge* (109,694 inhab. in 1920), with *Harvard University*, the oldest (1636), richest, and most famous of American seats of learning (ca. 5500 students), the *Massachusetts Institute of Technology* (1861: ca. 300 students), and *Mt. Auburn Cemetery*. *Boston Harbour*, with its numerous islands, is likewise well worth seeing. — For details, see *Baedeker's United States*.

On leaving Boston, the train crosses the *Charles*, affording a view (right) of *Bunker Hill Monument*, commemorating the battle of June 17th, 1775. — 10 M. *Waltham*, with a large watch-factory; 20 M. *Concord* (*Colonial*), sacred for its associations with *Hawthorne*, *Emerson*, and other men of letters; 50 M. *Fitchburg*, on the *Nashua River*. Farther on, *Mt. Wachusett* (2108 ft.) rises to the S. Near (82 M.) *Troy*, *Mt. Monadnock* (3186 ft.) is seen to the right. 92 M. *Keene*.

From (114 M.) *Bellows Falls* (p. 16) we run to the N.W. to (167 M.) *Rutland* (p. 15) and (234 M.) *Burlington* (p. 15). Hence to —

330 M. *Montreal* (*Windsor Street Station*), see R. 2 b.

b. Viâ Lowell and Concord.

331 M. BOSTON & MAINE RAILROAD to (143 M.) *White River Junction* in 4¾ hrs.; CENTRAL VERMONT RAILWAY thence to (161 M.) *St John's* in 5¾-6½ hrs.; and GRAND TRUNK RAILWAY thence to (27 M.) *Montreal* in ¾-1 hr. (fares, see p. 17).

Boston, see above. We cross the *Charles* and run towards the N.W. 26 M. *Lowell* (*St. Charles, Merrimac*), one of the chief industrial cities of America (woollen goods, etc.; pop. 112,759), is the birth-place of *Whistler* (1834-1903). 39 M. *Nashua* (*Rail. Restaurant*), in *New Hampshire*; 56 M. *Manchester* (*Orrington; Manchester; Rail. Restaurant*), a cotton-making city (78,384 inhab.); 74 M. *Concord* (*Eagle; Rail. Restaurant*), the capital of *New Hampshire* (22,167 inhab.).

143 M. *White River Junction* (*Rail. Restaurant*), and thence to —

334 M. *Montreal* (*Bonaventure Station*), see R. 2 c.

c. Viâ Concord, Plymouth, Wells River, and Newport.

340 M. BOSTON & MAINE RAILROAD to (232 M.) *Newport* in 8-8½ hrs.; CANADIAN PACIFIC RAILWAY thence to (108 M.) *Montreal* in 3½ hrs. (fares, see p. 17). — This route runs viâ *Lake Winnepesaukee* and also forms one of the approaches to the *White Mts.* (views to the right).

Montreal is also reached from *Newport* by the MAINE CENTRAL RAILROAD viâ *Stanstead, Lennoxville, and Sherbrooke* (comp. R. 4).

From Boston to (74 M.) *Concord*, see R. 3 b. Our line now crosses the *Merrimac* and runs towards the N. 103 M. *Lakeport*, at the head of an inlet of **Lake Winnepesaukee*, is the junction of a line to (17 M.) *Alton Bay*, one of the favourite resorts on that lake. Farther on we skirt the W. bays of Lake Winnepesaukee. 108 M. *Weirs* is another popular summering-place. 112 M. *Meredith* is 5 M. from *Centre Harbor*, perhaps the pleasantest point on Lake Winnepesaukee. — 120 M. *Plymouth* (*Plymouth Inn*) is the starting-point of the line to (21 M.) *North Woodstock*, at the S. end of the **Franconia Notch* (*White Mts.*). Farther on, *Mt. Moosilauke* (4810 ft.) is conspicuous to the right. — 108 M. *Wells River* (*Rail. Restaurant*), on the *Connecticut*, situated in *Vermont*, is the junction for lines to *Montpelier* (p. 16) and the *White Mts.* Beyond (180 M.) *Barnet* we ascend along the *Passumpsic*, crossing the stream repeatedly. — 188 M. *St. Johnsbury*, the junction of lines to *Fabyan's* and the *White Mts.* (comp. R. 3 d) and to *Maquam*, on Lake Champlain.

232 M. *Newport* (689 ft.; *Newport Hs.*; *Phoenix*; see also p. 21), with 4976 inhab., is prettily situated at the head (S. end) of *Lake Memphremagog* and is a good centre for excursions. Good view of the lake from *Prospect Hill*. *Jay Peak* (4018 ft.), 12 M. to the W., commands a wide prospect.

**Lake Memphremagog* (beautiful water; 682 ft.), a lovely sheet of water, 30 M. long and 1-4 M. wide, lies one-fifth in *Vermont* and four-fifths (28 sq. M.) in *Quebec*. It is enclosed by rocky shores and wooded hills, and its waters abound in lake-trout (*Salmo conifinis*), pickerel, perch, and bass.

A small steamer plies daily between *Newport* (see above) and *Magog*, at the N. end of the lake (there and back 6 hrs.). Passing *Indian Point*, we cross the Canadian line near *Province Island*. On the W. (left) shore is *Bear Mountain*. We stop (1.) at (12 M.) the foot of the prominent *Owl's Head Mountain* (3270 ft.), which is ascended hence in 2 hrs., by a somewhat steep trail. The **View* includes, on a clear day, *Montreal* and the *Green, White, and Adirondack Mts.* Opposite *Owl's Head* lies *Skinner's Island*, with a 'Smugglers' cave'. Farther on, the steamer passes *Long Island* and calls at some small landings. On the E. shore are the country-houses of several wealthy *Montrealers*, and on the W. rises *Mt. Elephas*, resembling a sleeping elephant. *Georgetown* (*Cedar Cliff*) on the E. bank, 20 M. from *Newport*, is a quiet watering-place. Directly opposite rises the bold and forbidding *Gibraltar Point*, with *Arnold's Landing* just beyond, at the mouth of *Sargent's Bay*. About 10 M. farther on, beyond *Bryant's Landing* and the *Three Sisters*, the steamer reaches *Magog* (*Grand Central*, from \$ 3; pop. 4500), a small industrial town (textiles, etc.), at the N. end of the lake, at its outlet through the *Magog River*. *Magog* affords good fishing quarters and is connected by railway (C. P. R.) with (18 M.) *Sherbrooke* (p. 46). *Mt. Orford* (4500 ft.), 5 M. to the N., affords a good view of the Canadian pine-forests to the N. and W.

Beyond *Newport* our line runs towards the N.W., following the valley of the *Missisquoi* and entering *Quebec* (p. 157) beyond (246 M.) *North Troy* (p. 47). Beyond (255 M.) *Glendon* we re-enter *Vermont*. *Jay Peak* (see above) rises to the left. At (263 M.) *Richford*, the junction of a line to *St. Albans*, we turn to the N. and finally leave *Vermont*. At (274 M.) *Enlaugra* we turn towards the W., the line in a straight direction going on to (59 M.) *Drummondville* (p. 148) via

(12 M.) *Foster* (p. 47). — 290 M. *Brookport* (see p. 47). 297 M. *Farnham* (Montealm. from \$ 3; Rail. Restaurant), on the *Yamaska*, a manufacturing centre with 3560 inhab. and a Dominion experimental station, is an important railway-junction (see below).

FROM FARNHAM TO CHAMBLY AND MONTREAL, 8) M., *Central Vermont Railway* in 1½ hr. — Beyond (7 M.) *St. Brigid* we see (r.) *Shefford Mt.* (1725 ft.) and *Yamaska Mt.* (1470 ft.) and (l.) *M^r. Johnson* or *Mennoir* (75 ft.), all three, like *Beloeil Mt.* (p. 145), composed of igneous rock and belonging to the 'Montegian Hills' (p. xxxix). From (14 M.) *Mariville* (pop. 1900) a line runs E. to (9 M.) *St. Claire* (Robidoux, \$ 3) viâ (5 M.) *Rougemont*, at the foot of the hill of that name (1250 ft.). Near (19 M.) *Chambly Canton* we cross the *Richelieu*, obtaining a good view of the *St. Louis Rapids*. — 20 M. *Chambly* (*Grand*, from \$ 2), on an expansion of the *Richelieu*, was the site of one of three forts erected by the Marquis de Tracy (p. 135) in 1665 against the Iroquois. This wooden fort was replaced in 1709 by a stone fort, the ruins of which are seen to the right as the train leaves the station. *Chambly Fort* was captured by the Continental troops in 1775. Later it was regularly garrisoned, and in 1776-7 it formed one of the chief bases for the troops of Carleton and Burgoyne (comp. p. 15). The fort was finally abandoned in 1838. *Chambly* contains a bronze statue, by L. P. Hebert, of *Col. de Salaberry* (see p. 17). Electric tramway to Montreal, see p. 132. — 32 M. *St. Lambert*, and thence to (39 M.) *Montreal*, see p. 15.

Other lines run from Farnham to (6) M.) *Sherbrooke* (see p. 45), to (14 M.) *Stanbridge* (p. 17), to (25 M.) *St. Hyacinthe* (p. 149), etc.

For the rest of the route to (310 M.) *St. John's* and —

340 M. *Montreal* (Windsor Street Station; p. 131), see R. 16.

d. Viâ Portsmouth and North Conway.

364 M. BOSTON & MAINE RAILROAD to (141 M.) *Intervale* in 5-5½ hrs.; MAINE CENTRAL RAILROAD thence to (70 M.) *St. Johnsbury* in 3¼ hrs.; BOSTON & MAINE RAILROAD thence to (45 M.) *Newport* in 1½-2 hrs.; CANADIAN PACIFIC RAILWAY thence to (108 M.) *Montreal* in 3½ hrs. (through-fare \$ 15.37). — This line forms the shortest approach to the *White Mts.* and is also one of the regular routes to *Lake Winnepesaukee*.

Boston, see p. 18. The line crosses the *Charles* and runs to the N., near the sea. 12 M. *Lynn*, a well-known shoe-manufacturing town (99,148 inhab. in 1920); 16 M. *Salem*, a quaint old New England town, the scene of the 'Witchcraft Delusion' of 1692; 18 M. *Beverly*, the junction of a line to *Manchester*, *Gloucester*, and other points on the beautiful 'North Shore'; 37 M. *Newburyport*; 47 M. *Hampton*, in *New Hampshire*, for *Hampton Beach*; 49 M. *North Hampton*, for *Rye Beach*.

57 M. **Portsmouth** (*Rockingham*; Rail. Restaurant), a quaint old seaport (pop. 13,569 in 1920). The peace between Russia and Japan was signed here on Sept. 5th, 1905. — At (67 M.) *Jewett* our line diverges to the left (W.) from that to *St. John* (R. 8). 80 M. *Rochester*. From (98 M.) *Sanbornville* a line runs to (12 M.) *Wolfeborough*, on *Lake Winnepesaukee* (p. 19). Farther on the *Ossipee* and *Sandwich Mts.* are seen to the left. 135 M. *Conway*. — 140 M. **North Conway** (*Kearsarge Ho.*), a favourite resort on the S. margin of the **White Mts.**, one of the most picturesque and frequented districts in New England. To the left rises *Moat Mt.* (3195 ft.), to the right *Mt.*

Kearsarge (3270 ft.) 141 M. *Intervale* (Intervale), another noted summer resort. — From (145 M.) *Glen Station* coaches run to (3 M.) *Jackson*. Beyond (151 M.) *Birtlett* the line bends to the N.W. and enters the famous **Crawford* or *White Mt. Notch*, a narrow defile flanked by lofty mountains. 165 M. **Crawford House*, a favourite resort at the other end of the Notch. 169 M. *Bretton Woods*, the station for the large **Mount Washington Hôtel*. At (170 M.) *Fabyan's* (Fabyan Ho.) we connect with the railway to the summit of **Mt. Washington* (6293 ft.), the highest mountain in New England. 174 M. *Twin Mountain*, the junction of the line to *Bethlehem* and the *Profile House*.

Beyond (180 M.) *Quebec Junction*, where the Quebec (Upper Coos) Division of the Maine Central R.R. diverges to the right (see R. 9b), our line goes on to (187 M.) *Scott's Junction*, (190 M.) *Lunenburg*, and (211 M.) *St. Johnsbury*. Thence to —

364 M. *Montreal* (Windsor Street Station), see R. 3c.

4. From New York to Quebec viâ Springfield.

548 M. NEW YORK, NEW HAVEN, & HARTFORD RAILROAD to (136 M.) *Springfield* in 3^h 24¹/₄ hrs.; BOSTON & MAINE R. R. thence to (13 M.) *Windsor* in 4 hrs.; CENTRAL VERMONT R. R. thence to (14 M.) *White River Junction* in 1¹/₂ hrs.; BOSTON & MAINE R. R. thence to (145 M.) *Storbrooke* in 4^h 16¹/₄ hrs.; QUEBEC CENTRAL RAILWAY thence to (144 M.) *Quebec* in 5^h 2 hrs. (in all 18^h 1¹/₂–21 hrs.; through-fare \$ 19.70).

Passengers may also proceed to Quebec viâ Boston (see R. 5b).

From New York to (259 M.) *White River Junction*, see R. 2c. Farther on we continue to follow the *Connecticut River* to (300 M.) *Wells River* (p. 16). Thence to (367 M.) *Newport*, see R. 3c.

Our line now diverges from the route to Montreal and bends towards the N.E. A glimpse of *Lake Memphremagog* (p. 19) is seen to the left. We enter *Quebec* (p. 157). 370 M. *Beek Junction* (Can. custom-house; U.S. Cons. Agent), for (4 M.) *Stanstead*, with a Wesleyan college (1872; 330 students). — 392 M. *North Hatley* (*Pleasant View*, *Connaught*, from \$ 3¹/₂; *Valley*, \$ 2¹/₂; boarding-houses), a village on *Lake Massawippi* (14 M. long), is much visited in summer. Its attractions include beautiful drives round the lake, canoeing, fishing, and a good golf-course. — 401 M. *Lennoxville*, see p. 46.

From (404 M.) *Sherbrooke* (see p. 46) we follow the Quebec Central Railway to Quebec. Most of the country traversed is heavily timbered and scantily peopled. — 414 M. *Ascot*; 420 M. *East Angus*, with 3500 inhab. and pulp-mills. 428 M. *Dudswell Junction* (Rail. Restaurant; comp. p. 26). 431 M. *Marbleton*, with lime-pits and marble-quarries. At (440 M.) *Weedon* copper sulphide ores are mined. 451 M. *Garthby*, on *Lake Aylmer* (8 sq. M.); 461 M. *Coleraine*. — At (471 M.) *Thetford Mines* (Commercial, from \$ 3), a mining and industrial town with 7500 inhab., are famous asbestos-mines (comp. p. 158). — Many characteristic French villages are passed, with

red-roofed houses and prominent churches. From (492 M.) *Tring Junction* a line runs to *Lake Megantic* (p. 46), and from (504 M.) *Valley Junction* another runs to (78 M.) *Lake Frontier* (p. 94) via (15 M.) *Beruceville*. Our line now for a time follows the *Chaudière* valley, the route by which Benedict Arnold reached Quebec in 1775 (p. 157). 526 M. *St. Anselme* (p. 96), in the *Etchemin Valley*; 542 M. *Harlaka Junction* (p. 95). From (547 M.) *Lévis* we are ferried across the *St. Lawrence* to (548 M.) *Quebec* (see p. 150).

5. From Boston to Quebec.

415 M. BOSTON & MAINE RAILROAD to (271 M.) *Sherbrooke* in 10-11 hrs.; QUEBEC CENTRAL RAILWAY thence to (144 M.) *Quebec* in 5½ hrs. (in all 15½-16½ hrs.).

From Boston to (234 M.) *Newport*, see R. 3c; thence to (415 M.) *Quebec*, see R. 4.

6. From New York to Toronto.

520 M. NEW YORK CENTRAL & HUDSON RIVER RAILROAD to (446 M.) *Niagara Falls* in 9-16½ hrs.; GRAND TRUNK RAILWAY thence to (83 M.) *Toronto* in 2¾-3½ hrs. (in all 11¼-19½ hrs.; through-fare \$ 20.06; sleeper \$ 4½).

Alternative routes to *Niagara Falls* are offered by the *West Shore*, the *Delaware*, *Lackawanna*, & *Western*, the *Erie*, and the *Lehigh Valley Railways*, all of which are described in *Baedeker's United States*. A pleasant alternative route from *Niagara Falls* to *Toronto* is afforded by the steamer across the *Lake of Ontario* (see R. 48a).

From New York to (238 M.) *Utica*, see R. 2d. — Our line continues to run towards the W. 251 M. *Rome* (pop. 26,341 in 1920), with iron and brass manufactures. Beyond (290 M.) *Syracuse* (*Yates; Onondaga; Rail. Restaurant*), a thriving industrial city of (1920) 171,717 inhab. and the seat of *Syracuse University* (1870; ca. 3150 students), we see (1.) the steel 'towers' of the aluminum cable bringing power to that city from *Niagara* (comp. p. 236). 348 M. *Palmyra*. At (370 M.) *Rochester* (*Seneca; Rochester; Powers; Rail. Restaurant*), a city of (1920) 295,750 inhab., on the *Falls of the Genesee River* (hydro-electric power station), with a university (1850; ca. 700 students) and various industries, the direct railway to (446 M.) *Niagara Falls* (see p. 233) diverges from the line to *Buffalo* (p. 233) and runs via (427 M.) *Lockport* and (444 M.) *Suspension Bridge* (p. 229). Through-passengers to (83 M. from *Suspension Bridge*) *Toronto* proceed across the bridge into Canada (see R. 48b).

7. From Boston to the Maritime Provinces by Sea.

The following routes are largely used in summer. *Round Trip Excursion Tickets* are issued by all the companies, acting in connection with the railways of the Maritime Provinces and offering a

great variety of routes. See the advertisements in the daily papers or apply to the steamboat-companies.

Lovers of the sea may go all the way from *New York* to the Maritime Provinces by steamer, taking the *Red Cross Line* to *Halifax* (50 hrs.; fares \$ 35 and \$ 20, return \$ 65 and \$ 35). The steamer goes on to *St. John's*, *Newfoundland* (comp. p. 103).

a. From Boston to Eastport and St. John.

320 M. STEAMERS of the *Eastern Steamship Corporation* (*International Division*) leave Boston twice or thrice weekly for (280 M.) *St. John* direct (10 hrs.; fare \$ 6; stateroom \$ 1-5; meals extra), and thrice weekly for *St. John* via *Portland* (7 hrs.; fare \$ 4-2, Eastport 21 hrs.; fare \$ 5-2), and *Lubec* (\$ 1-2). Baggage is examined by the custom-house officers on board the steamer, between Eastport and *St. John*. The latest information should be obtained from the offices of the company or from the daily papers. The steamers are comfortable and well-equipped.

Railway Route from Boston to *St. John*, see R. 8. Eastport is also reached by following this route to *St. Andrews* (p. 42), and thence by steamer down the *St. Croix* (see p. 43).

Boston, see p. 18. The pleasant sail through *Boston Harbour* is described in *Baedeker's United States*, to which reference is also made for the route from *Portland* to Eastport. The direct steamer (see above) soon passes out of sight of land, and it is only on the longest days of summer that the coast of *Maine* becomes dimly visible to the left before nightfall. *Grand Manan* (p. 45) is passed in the dark. When the tide serves the steamer reaches Eastport by the *Narrows*, between *Lubec* (see below) on the left and the island of *Campobello* (p. 44) on the right. At the entrance of this channel is *Quoddy Head Light* (1.), marking the E. limit of the United States. When the tide is unfavourable we pass outside *Campobello* and approach Eastport from the E., with *Deer Island* (p. 42) to our right.

Lubec (*Hillside Ho.*; *Merchants' Hotel*), at which the steamers call in summer both going and coming, is a pleasant little watering-place. The Young Men's Christian Associations of New England hold encampments at (7 M.) *North Lubec* (*Nemattan*) in summer.

260 M. *Eastport* (*Exchange*), the easternmost settlement in the United States, with (1920) 4494 inhab. and an abandoned fort, is finely situated on an island in *Passamaquoddy Bay*, connected with the mainland by a bridge. Passengers for *Campobello* (p. 44), *Grand Manan* (p. 45), *St. Andrews* (p. 42), and points on the *St. Croix* (p. 43) leave the steamer here.

Beyond Eastport the steamer once more heads for the E., crosses the neck of *Passamaquoddy Bay*, and ascends through the *Bay of Fundy*, noted for its strong tides and currents (comp. p. 77). The coast of *New Brunswick* is in sight to the left all the way to *St. John*. As we enter **St. John Harbour*, *Partridge Island*, with its light-house, fog-whistle, wireless and quarantine stations, lies to the left, while farther on the roofs and spires of *West St. John* (p. 32) are seen on the same side. Our steamer threads its way amid the ship-

ping of the busy port and lies to at *Reed's Point Wharf* (D 3 on the Plan at p. 27). The view of the city is very picturesque.

320 M. *St. John*, see p. 27.

b. From Boston to Yarmouth.

230 M. STEAMERS of the *Dominion Atlantic Railway* ply daily in summer, except Sat., in 17 hrs., leaving Boston at 2 p.m. and reaching *Yarmouth* about 7.30 a.m. next day (fare \$5; berth \$1.3; stateroom \$4-10; meals extra). — Steamers of the *Boston & Yarmouth Steamship Co.* also leave Boston daily in summer for Yarmouth (fare \$5). — These steamers make direct connection (through-tickets) with the Digby and Halifax trains of the Dominion Atlantic Railway (see R.R. 20a, 22) and of the C.N.R. (Halifax and South-western Division: see R. 21). — Baggage is examined by the custom-house officers on the wharf at Yarmouth.

Boston, see p. 18. On passing *Boston Light*, the steamer steers in an E. N. E. course and soon loses sight of land. Early risers will obtain a good view of Yarmouth while sailing up the harbour.

230 M. *Yarmouth*, see p. 80.

c. From Boston to Halifax.

390 M. STEAMERS of the *Canada Atlantic & Plant Steamship Co.* in 28-30 hrs., leaving Boston 2-3 times weekly in summer (June-Sept.) and once a week in winter (fare \$8½, including berth; stateroom-berth \$1-2; meals extra). Through-tickets sold to all important points in the Maritime Provinces. — Some boats go on from Halifax via *Port Hacksbury* (p. 42) to (660 M.) *Charlottetown* (comp. R. 19b). Baggage is examined on arrival at the wharf.

On leaving *Boston Harbour* (p. 18), the steamer heads to the E. N. E. and soon loses sight of land. The first points of Nova Scotia sighted (to the left) are *Seal Island*, the 'Elbow of the Bay of Fundy', with its fixed white light, and then *Cape Sable* (see p. 79). Beyond this point the steamer skirts the ragged S. E. coast of the peninsula, which is generally visible to the left. After passing *Cape Sambro*, we enter *Halifax Harbour* between the lights of *Chebucto Head* (l.) and *Devil Island* (r.). A little farther on we pass to the W. (l.) of *Macnab Island* (p. 56) and *George Island* (p. 56) and draw up at the *Plant Wharf*. The views as we ascend the harbour are very fine (comp. p. 56).

390 M. *Halifax*, see p. 50.

8. From Boston to St. John by Railway.

450 M. BOSTON & MAINE RAILROAD to (109 M.) *Portland* in 3½ hrs.; MAINE CENTRAL RAILROAD thence to (251 M.) *Fanceboro* in 7½-8¼ hrs.; CANADIAN PACIFIC RAILWAY thence to (90 M.) *St. John* in 3¼ hrs. (through-express in 15 hrs.; fare \$16.75; sleeper \$4½, parlor-car \$3). — In summer through-cars run from Boston to *Point du Chêne* (p. 85), connecting with the steamer to Prince Edward Island (comp. p. 97).

From Boston to (67 M.) *Jewett*, see p. 20. 75 M. *North Berwick*, in *Maine*; 85 M. *West Kennebunk*; 94 M. *Biddeford*; 95 M. *Saco*, these two on the *Saco River*.

169 M. **Portland** (*Congress Square, Lafayette. New Falmouth, Preble; Rail. Restaurant*), the largest city in Maine, with (1920) 69,272 inhab., is finely situated on a hilly peninsula projecting into *Casco Bay*. The poet *Longfellow* (1807-82) was a native of Portland, and the house in which he was born and that in which he afterwards lived are among the sights of the town.

Some of the trains between Boston and Portland run by the so-called 'Western Division', via *Andover, Lawrence, Haverhill, and Dover*. — Steamers to *Liverpool and Glasgow*, see RR. 1b and 1f.

139 M. **Brunswick** (*Eagles*, with (1920) 7261 inhab.), lies at the head of the tidal waters of the *Androscoggin* and is the seat of *Bowdoin College*. — 157 M. **Iceboro**, with huge ice-houses.

172 M. **Augusta** (*Augusta Ho.; North*, the capital of Maine, with (1920) 14,114 inhab. and a fine *State House*, lies on the *Kennebec*. — Beyond Augusta we follow the *Kennebec* to (191 M.) **Waterville** (*Rail. Restaurant*). — From (219 M.) **Newport Junction** a line runs to *Moosehead Lake* (p. 46).

246 M. **Bangor** (*Bangor Ho.; Penobscot Exchange; Rail. Restaurant*; see p. 46), a manufacturing town and seaport, with (1920) 25,978 inhab., at the head of navigation of the *Penobscot River*, is more fully described in *Baedeker's United States*. — 277 M. *Pasadumkeag*.

At (304 M.) *Mattawamkeag* (comp. p. 45) we cross the *Penobscot* (p. 46) and join the C. P. R. line from Montreal to St. John (R. 16). For the next 55 M. the line passes through a wild and sparsely settled region, at first following the *Mattawamkeag River*.

Beyond (360 M.) **Vanceboro** (*Rail. Restaurant*), the frontier-station (hand-luggage examined), we cross the *St. Croix* and enter *New Brunswick* (p. 36). — 366 M. **McAdam** (*McAdam Hotel*, belonging to the C. P. R.; *Rail. Restaurant*).

FROM MCADAM TO WOODSTOCK, 51 M., C. P. R. in ca. 2 hrs. (fare \$1.85). — The train runs through a wooded district. 22 M. *Canterbury* (*Granite*), near *Skiff Lake*, with its landlocked salmon. Farther on we cross the *Eel River* (p. 39). From (30 M.) *Debec Junction* a branch-line runs to (8 M.) *Houlton*, a small town in Maine. About 6 M. farther on we come in sight of the *St. John* (views to the right). — 51 M. *Woodstock*, see p. 39.

FROM MCADAM TO ST. STEPHEN (34 M. in 1½ hrs.) AND ST. ANDREWS (42 M. in 1½-2½ hrs.), C. P. R. (fares \$1.20, \$1.55). — This line runs towards the S., through a featureless district. At (15 M.) *Watt* it forks, the right branch running to (34 M.) *St. Stephen* (p. 43) and the left to (42 M.) *St. Andrews* (p. 42).

375 M. **Magaguadavic** (pron. 'Magadavy'), on a lake of the same name. About 8 M. to the S. of (385 M.) *Harvey* lies *Lake Oromocto*, an angling-resort. 406 M. **Fredericton Junction**, for the line to *Fredericton* (comp. p. 38). Near (436 M.) *Westfield Beach* (p. 38), the station for *Westfield* (see p. 34), the line skirts the 'Long Reach' of the *St. John River* (l.; comp. p. 33). 448 M. **Fairville** (p. 33). Finally we enter the city by the fine cantilever bridge (p. 32).

450 M. **St. John**, see p. 27.

9. From Portland to Montreal and Quebec.

a. Via the Grand Trunk Railway.

GRAND TRUNK RAILWAY to (297 M.) *Montreal* in 11-11½ hrs. (fare \$ 10.59; parlor-car \$ 2¼, sleeper \$ 3¾); to (318 M.) *Quebec* in 13-15 hrs. (fare as above). This route forms a pleasant approach to Canada, skirting the N. margin of the White Mts. (p. 20; views to the left). From Boston to Canada by this route takes 3-4 hrs. more.

Portland, see p. 25. — The train crosses the *Presumpscot River*. From (12 M.) *Yarmouth* as far as (27 M.) *Danville Junction* the Maine Central R.R. (R. 9 b) runs parallel to our line (left). Beyond (62 M.) *Bryant's Pond* (700 ft.) we enter a mountainous district. 70 M. *Bethel* (1000 ft.). We now obtain views of the *White Mts.* (p. 20) to the left. — 91 M. *Gorham* (810 ft.; *Willis House*), in *New Hampshire*, is the chief gateway to the *White Mts.* from the N. — We now follow the *Androscoggin*. Picturesque scenery. 134 M. *North Stratford*. 150 M. *Island Pond* (1500 ft.; *Stewart Ho.*; Rail. Restaurant) is the American frontier-station (hand-baggage examined). At (165 M.) *Norton Mills* we enter *Quebec* (p. 157) and begin to descend the *Coaticook*. 175 M. *Coaticook* (*Coaticook Hotel*, \$ 3), an industrial town (pop. 4000). — 193 M. *Lennoxville* (see p. 46); 196 M. *Sherbrooke* (see p. 46). — We now follow the *St. Francis* to (221 M.) *Richmond* (p. 149), where our line forks, the left (main) branch running to (76 M.) *Montreal* (see R. 30 c) and the right to (97 M.) *Quebec* (see R. 30 c).

b. Via the Maine Central Railroad.

RAILWAY to (283 M.) *Montreal* in 12-16 hrs.; to (327 M.) *Quebec* in 12½ hrs. This line traverses the centre of the *White Mts.* (seats to the right; observation-cars attached to the trains in the mountain-district). Through parlor and sleeping cars run from *Portland* to *Montreal* and *Quebec*.

Portland, see p. 25. The train starts from the Union Station, crosses the *Presumpscot* twice, and runs towards the W. 16 M. *Sebago Lake*; 49 M. *Fryeburg*. 59 M. *North Conway*, and thence to — 283 M. *Montreal* (*Windsor Street Station*), see R. 3 d.

The train to (327 M.) *Quebec* (p. 154) diverges at (99 M.) *Quebec Junction* (p. 21) and runs via *Lancaster*, *Colebrook*, *Cookshire Junction* (p. 46), and *Dudswell Junction* (p. 21).

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27 Mentions

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1 Bank of British N America	E. 2.
2. " " Montreal	D 2.
3. " " Nova Scotia	D 2.
4. F.M.C.A.	F. 2.
5. Public Library	E. 2.
6. Dominion Savings Bank	D. 3.

Fredrickson, June 2A

Road

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10. St. John.

Arrival. (a) BY RAILWAY. The *Union Station* (Pl. E, 2; Rail. Restaurant), used by the Canadian National Railways, the C.P.R., and other lines entering St. John, lies at the N. end of the city, $\frac{1}{3}$ $\frac{1}{2}$ M. from the chief hotels. — The Shore Line Division of the C. P. R. for *St. Stephen* (R. 14) has its terminus at *West St. John* (p. 32).

(b) BY SEA. The Transatlantic steamers land in winter at *Sand Point* (Pl. C, 3), on the W. side of the harbour, but in summer, most of them, like the Boston and Digby boats, land at *Reed's Point* (Pl. D, 3). The steamers for Eastport and Grand Manan (R. 15) land at *Turbull's Wharf* (Pl. D, 2).

Cabs (see below) meet the chief trains and steamers. — Travellers should remember that St. John is on the dividing line between Atlantic Standard Time and Eastern Time (comp. p. xiii).

Hotels. *ROYAL (Pl. b; E, 2), King St., R. from \$ 2; THE DUFFERIN (Pl. a; E, 3), Charlotte St., cor. of King Sq., \$ 4; VICTORIA (Pl. c; E, 2, 3), 21 King St., from \$ 4; CLIFTON HOUSE (Pl. e; D, 3), Princess St., cor. of Germain St., \$ 3; PARK (Pl. f; E, 3), 47 King Sq., R. from \$ 1; IMPERIAL, EDWARD, R. \$ $1\frac{1}{2}$.

Cabs. Per drive within the city, 1 pers. 30c., each addit. pers. 25c. per $\frac{1}{2}$ hr. 50c.; ordinary luggage free.

Electric Tramways (uniform fare 5c.) traverse the chief streets and run viâ *Indiantown* (p. 34) and Douglas Ave. (Pl. B, C, D, 1) to the *Reversible Falls* (p. 32), *West St. John Ferry* (p. 28), and *Seaside Park* (p. 32), viâ Paradise Row to *Rockwood Park* (p. 33), and viâ the Marsh Bridge to *East St. John* (p. 33).

Observation Cars (automobiles and buckboards), calling at the hotels, make a round trip of 2 hrs. viâ Rockwood Park, Mt. Pleasant, the Falls, the Martello Tower, and West St. John (fare 50 c.).

Steamers. FERRY STEAMERS ply every $\frac{1}{4}$ hr. from the foot of Princess St. (Pl. D, 2) to *West St. John* (fare 3 c.). — RIVER STEAMERS, starting from *Indiantown* (p. 34), run to *Fredericton* and intermediate points (see R. 11); to points on the *Kennebecasis* (p. 34); to *Belleisle Bay* (p. 34); to *Washade-moak Lake* (p. 34); to *Hampton* (p. 48); and to *Grand Lake* (p. 35). — SEA-GOING STEAMERS run to *Eastport*, *Portland*, and *Boston* (see R. 7a); across the Bay of Fundy to *Digby* (R. 20a); to *Yarmouth* (p. 80); to *Grand Manan* (p. 45); to *Parrsboro* (p. 84), *Kingsport* (p. 74), *Canning* (p. 74), and *Annapolis Royal* (p. 75); to *New York* (p. 10); to *Liverpool*, *London*, and *Harre* (see R. 1); to *Antwerp*; and to various other ports.

Places of Amusement. *Opera House* (Pl. E, 2), 203 Union St.; *Imperial Theatre* (Pl. E, 3), King Sq.; *West St. John City Hall* (Pl. B, 2); *Union Hall*, North End (Portland). — *Shamrock Club Grounds*, near Fort Howe (p. 31). — *Skating Rinks*, Queen Sq. (Pl. D, 3) and City Road (Pl. F, 2); *St. Andrew's Curling Club* (Pl. D, 3), Charlotte St.; *Thistle Curling Club*, Golding St. (Pl. F, 2). — *Moosepath Racing Park*, see p. 33. — *Union Club*, Germain St. (Pl. D, 3). — *St. John Golf Club* (Pl. E, F, 1).

United States Consul, Mr. Henry S. Culver. There are also French, Belgian, Norwegian, Swedish, Danish, and other consular representatives. — **Tourist Information Bureau**, 25 King St.

Post Office, Prince William St., adjoining the City Hall (Pl. D, 2, 3).

St. John, the largest city and commercial centre of New Brunswick (p. 36), is picturesquely situated in $45^{\circ}14'$ N. lat. and $66^{\circ}3'$ W. long., at the point where the *River St. John* pours its waters into the Bay of Fundy. The population was 46,504 in 1921 (42,511 in 1911). The main part of the city, which is well built of red brick and regularly laid out, lies on a small and rocky peninsula which is adjoined on the W. by the *Western Harbour* (p. 32) with the rapidly extending suburb of *West St. John* (p. 32), while on the E., across the *Eastern Harbour* (p. 33), is *East St. John* (p. 33), another thriving suburb. On account of the rocky ground the streets of the city could be cut and levelled only by dint of prodigious labour and expense; and the visitor is met every here and there by protruding masses of slaty rock. *St. John* is the rival of *Halifax* (see p. 51) as a winter port, its deep and commodious harbour (see p. 32) being open for navigation all the year round. The town carries on various manufactures (comp. p. 29). — The extreme range of temperature is from about 15° below zero (Fahr.) to 85° above.

History. *St. John* owes its name to Champlain and De Monts, who first visited the harbour on the day of *St. John the Baptist* (June 24th), 1604, finding here a settlement of Micmac Indians (see p. 90), on Navy Island (p. 32). The first permanent European settlement in New Brunswick was made in 1631-5, when *Charles de la Tour*, who had received a grant of this part of Acadia, built a fort on *St. John Harbour*. La Tour here carried on a lucrative fur-trade with the Indians, but unfortunately became involved in a dispute with his rival and enemy, *D'Aulnay Charnisay* of Port Royal (p. 76), who had the more powerful influence at his back in France. In 1643 Charnisay attacked Fort La Tour† with six ships and

† The site of this fort is disputed, but the weight of evidence seems in favour of *Parkman* and *Ganong*, who place it on the N. side of the harbour, probably near North End (Pl. D 1).

500 men. La Tour, however, succeeded in escaping in a friendly ship from La Rochelle, and returned from Boston with so powerful allies that Charnisay had to raise the siege and retreat. Two years later, taking advantage of a moment when La Tour was absent and the garrison weak, Charnisay returned to the attack; but he met with an obstinate resistance from the heroic Huguenot wife of La Tour, and finally gained his point only through the treachery of a Swiss sentinel. He hanged the whole garrison before the eyes of Mme. de la Tour, who, soon after, died heart-broken (see *Whittier's* ballad). Charnisay destroyed La Tour's fort and built another one on the opposite side of the harbour. He died in 1650; and La Tour ultimately regained possession of his lost domain by marrying his widow (1653). In 1654 Fort La Tour, with the rest of Acadia, was seized and occupied (till 1679) by an expedition despatched by Oliver Cromwell. Between 1690 and 1758 the mouth of the St. John was the scene of several naval encounters between the French on the one side and the British or New Englanders on the other; but it was not till the latter year that the post was captured by an Anglo-American force and renamed *Fort Frederick*. In 1759-65 a few New Englanders, led by *Simonds, White, and Peabody*, settled here; and in 1777, after the destruction of Fort Frederick by American privateers in 1775, the fortification known as *Fort Howe* (p. 31) was erected. The real foundation of the present city of St. John dates, however, from 1783, during which year a body of about 10,000 Loyalists landed in the harbour (comp. p. 30). New Brunswick was made a separate province the following year, and its first Legislature met at St. John on Jan. 3rd, 1786. The settlement was at first called *Parvtown*, after the then Governor of Nova Scotia, but it was soon rechristened. St. John is the oldest incorporated town in Canada, its charter dating from May 18th, 1785. The seat of government was removed to Fredericton in 1786 (see p. 36). In 1824 St. John contained 8000 inhab. and possessed 16,000 tons of shipping. In 1839 these figures had risen to 9000 and 80,000. The *Great Fire of 1877* (June 20th) swept away fully one-third of the city, rendered 15,000 people homeless, and destroyed property to the value of \$29,000,000. The city has since been rebuilt on a much more substantial scale. Since 1912 St. John has been governed by a commission, being the first city in Canada to adopt this form of control. — *General Benedict Arnold* (p. 157) carried on business at St. John from 1786 to 1791.

Trade and Industry. In the world of commerce St. John was long known chiefly for its immense shipments of lumber, but its agricultural exports now exceed those of any other products. It also carries on a considerable trade in plaster, lime, furs, and other articles, besides important fisheries (salmon and shad). In 1920 the value of exports was \$114,257,976, including wheat and wheat flour for over \$44,000,000, and of imports \$26,990,916. Its manufactures include cotton goods, steam-engines, machinery, tools, nails, stoves, brushes, leather, boots and shoes, pottery, pulp, etc. In 1920 the harbour was entered by 2128 vessels of 1,420,384 tons, and cleared by 2143 vessels of 1,470,625 tons.

KING SQUARE (Pl. E, 3), near the centre of St. John proper, may be conveniently taken as the starting-point of our walks about town. The square, which is planted with trees, contains a fountain and three monuments: — one commemorating the landing of the Loyalists in 1783 (see above) and the date of the city charter (1785), another to the memory of a brave youth, *J. F. Young* (d. 1890), who was drowned in the endeavour to save another's life, and the third a *Statue of Sir Leonard Tilley*, one of the Fathers of Confederation and a former Governor of the Province (1885). On the W. side of the square is the *Market* (Pl. E, 2), on the S. the *Imperial Theatre* (Pl. E, 3), while on the E. are the *Court House* (Pl. E, 3) and *Gaol*. — To the E., King Sq. is adjoined by the *OLD GRAVEYARD* (Pl. E, 3), its

paths now used as public walks and lined with many old tombstones and quaint epitaphs.

The wide **KING STREET** (Pl. D-F, 2, 3), the chief business-thoroughfare, with many of the principal shops, banks, and hotels, descends from King Sq. towards the W., crossing *Market Square* (Pl. D, 2), where carters congregate with their 'slovens' (curious low-hung carts), and ending at the *Market Slip* (Pl. D, 2), which was the landing-place of the Loyalists (p. 29). — **PRINCE WILLIAM STREET** (Pl. D, 2, 3), running to the S. from Market Sq., passes the *Bank of Montreal* (Pl. 2; D, 2); the substantial stone building of the *City Hall* (Pl. D, 2, 3), at the corner of Princess St.; the fine *Post Office* adjoining the last; the *Bank of Nova Scotia* (Pl. 3; D, 2, 3); and the large and handsome **Custom House** (Pl. D, 3), with its dome and towers (view from roof). The street ends at **REED'S POINT WHARF** (Pl. D, 3). — We may continue our walk from this point along the water's edge to the *Exhibition Buildings* (Pl. D, 4), situated at the southernmost point of the peninsula.

In Hazen Ave., which runs N.E. from Market Sq., are two fine buildings: the *Bank of B. N. America* (Pl. 1; E, 2) and the **Public Library** (Pl. 5; E, 2), the latter presented by the late Mr. Carnegie and containing about 30,000 volumes. — The building of the *Young Men's Christian Association* (Pl. 4; E, 2), opposite the library, stands on the site of the historic *Chipman House*.

Returning from the Exhibition Buildings towards the centre of the city viâ **CHARLOTTE STREET** (Pl. D, E, 3, 2), we soon reach **QUEEN SQUARE** (Pl. D, 3), with the house of the late *Lieut. Governor Boyd* (d. 1893; N. side) and the effective and well-proportioned residence at the N.E. angle, built by *Mr. Simeon Jones*, and used by the present King and Queen (comp. p. xxvii) on their visit in 1901. On the N. side is the *Queen Square Methodist Church* (Pl. D, 3), and on the W. the *Queen's Skating Rink*. In the middle of the square rises a handsome *Monument to Champlain*, erected in commemoration of the tercentenary of the discovery of the port and river of St. John (see p. 28). An old cannon in the square is believed to have come from the ramparts of Fort la Tour (p. 28). — In Charlotte St., a little N. of Queen Sq., is the riuk of *St. Andrew's Curling Club* (Pl. D, 3). Farther on, to the left, stands the large ***Trinity Church** (Pl. E, 3), facing Germain St. This handsome building with its tall steeple, occupies the site of the church built by the Loyalists in 1788, which was destroyed by the great fire of 1877 (comp. p. 29).

The **INTERIOR** is noticeable for its roomy chancel, beautiful reredos, and good stained-glass windows. At the W. end of the church is an old carved wooden *British Coat-of-Arms*, brought by the Loyalists from the old State House at the evacuation of Boston in 1776.

GERMAIN STREET (Pl. D, E, 3, 2), running parallel with and between Prince William St. and Charlotte St., contains many handsome private residences; a large *Baptist Church* (Pl. D, 3); *St. Andrew's Presbyterian Church* (Pl. D, 3); the *Union Club*; the city quarters of the *Royal Kennebecasis Yacht Club*; and the *Masonic*

Temple (Pl. E, 2, 3), adjoining Trinity Church. At the N. end of the street, here called *Wellington Row* (Pl. E, 2), is (1.) the *Calvin Presbyterian Church*. Opposite, in Carleton St., is *St. John's*, or the *Stone Church* (Pl. E, 2; Episc.), the oldest church-building in the city (1824; interior practically unchanged). The bell is on the outside of the top of the tower. — Adjacent, in Union St., are the *High School* (Pl. E, 2) and (opposite) the fine rooms of the *Natural History Society*, with interesting relics and specimens.

Among the other buildings of note in the part of the city to the S. of King St. are the *Home for Incurables* (Pl. D, E, 4); the *Wiggins Asylum for Male Orphans* (Pl. F, 4), a building of red and grey sandstone; the *Mater Misericordiae Hospital* Sydney St., adjoining which is *St. David's Presbyterian Church* (Pl. E, 3); the *Centenary Methodist Church* (Pl. E, 3); the *Leinster Street Baptist Church* (Pl. E, 3); *St. John the Baptist's Church* (Pl. D, 4; R. C.), and *St. James's Church* (Pl. D, 4; Episc.) both in Broad St.

Waterloo Street (Pl. E, F, 2), beginning at the N.W. angle of the Old Graveyard (p. 29), leads to the *Roman Catholic Cathedral* (Pl. E, F, 2), a large Gothic building of marble and sandstone, 200 ft. long, with a lofty spire.

The architecture of the INTERIOR is simple and severe, and the stained glass windows are unusually good for a modern church. The transepts are 110 ft. long. Over the S.E. door is a bas-relief of the Lord's Supper.

Adjoining the cathedral, in Cliff St., are the *Bishop's Palace* and an *Orphan Asylum*. On the other side of the cathedral is a large building occupied by the *Sisters of the Good Shepherd*, with a home for fallen women.

Farther on, Waterloo St. passes the *City Hospital* (Pl. F, 2), a circular building with two large wings on a commanding height (view). The street ends at the *Marsh Bridge* (p. 33).

The old city of St. John is separated from *North End (Portland)* and the heights of *Mt. Pleasant* by a deep ravine traversed by the railway (comp. Pl. E, F, 2). In the valley are a *Skating Rink*, *St. Paul's Church* (Pl. E, 1, 2; Episc.), *Holy Trinity Church* (Pl. E, 1, 2; R. C.), and *St. Stephen's Church* (Pl. E, 2; Presb.). The visitor should cross the valley viâ Coburg St. and Garden St. (Pl. E, 2) and ascend the opposite heights for the sake of the view.

The *View includes the city, with its fine harbours; the suburb of *West St. John* (p. 32); *Lily Lake* and *Rockwood Park* (p. 33) to the N., and beyond the irregular wood-clad limestone hills, with stretches of the *Kennebecasts*, etc.

Another good point of view is **Fort Howe Hill* (Pl. D, E, 1), a mass of limestone crowned by the remains of the old fort of that name (p. 29), and now laid out by the Dominion Government as an historic park (19 acres). An old well here, once used by the garrison, may be still seen. Here, too, is *Jenny's Spring*, so named from the tradition that it was here that Cobbett, at that time a soldier in the 54th regiment, fell in love with his future wife, then a girl of thirteen.

"In about three mornings after I had first seen her, I had, by an invitation to breakfast with me, got up two young men to join me in my walk; and our road lay by the house of her father and mother. It was hardly light, but she was out on the snow, scrubbing out a washing-tub. 'That's the girl for me', said I, when we had got out of her hearing" (Cobbett). About six months later Cobbett's regiment was removed to Fredericton,

while the girl returned to England. He sent her the whole of his savings, amounting to 150 guineas, begging her 'not to spare the money, but to buy herself good clothes, and to live without hard work'. Nevertheless, when he returned to England at the end of four years, he found his 'little girl a servant of all work at five pounds a year, and without hardly saying a word about the matter, she put into my hands *the whole of my 150 guineas unbroken*'. It is satisfactory to know that their marriage was as happy as it should have been.

West St. John (formerly named *Carleton*), a busy but not especially attractive suburb, except for the view it commands of St. John (see below), is reached by steam-ferry (see p. 28; Pl. C, D, 2). This trip affords a good idea of the busy life of the *Western Harbour* (comp. p. 29), with numerous piers frequented by ocean-steamers, large immigration sheds, and grain elevators. West St. John is the terminus of the C.P.R. Shore Line for St. Stephen (R. 14). Elaborate docks and terminal facilities are in progress here as well as at the Eastern Harbour (see p. 33). The salmon-weirs are a striking feature at low water. — A little above the ferry is *Navy Island* (Pl. C, 1, 2), 'opposite which' La Tour built his fort (p. 28).

On the highest point of West St. John is a *Martello Tower* (Pl. A, 3), constructed in the war of 1812, the *View from which well repays the small trouble of reaching it. It contains a small collection of relics (open 10-12, 2-6, and 7-9; adm. 10 c.). The walls are 6 ft. thick. Some of the West St. John Churches, such as the R. C. Church of the *Assumption* (Pl. A, 3), in St. John St., are rather handsome buildings. About 1/2 M. to the S.W. of the Martello Tower is the *Bay Shore*, a bathing-beach and popular resort, with the *Seaside Park* (beyond Pl. A, 1, 2; electric car, see p. 27). — On *Lancaster Heights* is the *New Brunswick School for the Deaf* (1903; good view).

Last, but by no means least, among the lions of St. John are the famous ***Falls of the River St. John** (Pl. A, 1), the chief characteristic of which is well denoted by the epithet 'reversible', applied to them by an American humorist. They are most directly reached by the tramway (p. 27) which runs along Douglas Ave. (Pl. B-D, 1). The best views of them are obtained from the *Suspension Bridge* (Pl. A, 1), which hangs directly over them, ca. 70 ft. above high-water, and from the large lumber and pulp mills on the bank.

The *River St. John*, which is at places 4-5 M. wide (comp. p. 33), here makes its way into the sea through a picturesque gorge only 450 ft. across, hemmed in by limestone cliffs 100 ft. high. At low tide the river falls about 15 ft. into the harbour; but the strong and impetuous Bay of Fundy tide (comp. p. 77), which here rises about 25 ft., counterbalances this fall at high water and, indeed, entirely 'reverses' it. At a little more than half tide the river here is level and easily navigable.

The traveller should visit the Falls both at high and low water (time-cards are displayed in the tramway-cars and may be obtained at the hotels).

Just above the Suspension Bridge is the fine **Cantilever Railway Bridge** of the C.P.R. (see p. 25), 120 ft. above low water. The mouth of the river is crossed by an *Arch Bridge*, with a span of 565 ft.

Beyond the Suspension Bridge is the large **Provincial Lunatic Asylum** (Pl. A, 1) which, with its farm-annex, accommodates over 600 patients. — From the Lunatic Asylum, only 3/4 M. from the Martello Tower (see above), we may go on to West St. John (see above).

Adjoining Douglas Ave. (see above) is the *Riverview Memorial Park* (Pl. B, C, 1), with a South African War monument (1899-1900).

Environs of St. John.

One of the favourite drives of the St. Johnians is the **MARSH ROAD**, beginning at the *Marsh Bridge* (p. 31) at the head of the E. Harbour (see below), and following what is supposed to be an ancient channel of the St. John River. This road passes (1½ M.) the *Fern Hill Cemetery* and the (1½ M.) *Moosepath Racing Park* and may be followed along *Kennebecasis Bay* (p. 34) to (8 M.) *Rochesay* (p. 48). — The first road to the right beyond the *Marsh Bridge* leads to (2 M.) the *Roman Catholic Cemetery*, (1 M.) the *Silver Falls*, and (7 M.) *Loch Lomond*, which is much frequented for boating, fishing, and shooting. — *Rockwood Park* (beyond Pl. F, 1; tramway, see p. 27), about 1 M. from *King Sq.*, viâ *Mt. Pleasant* (see p. 31), contains driveways, a public garden, a small zoological collection, and *Lily Lake*, a charming little boating and skating resort. A fine view is obtained from the 'Look Off'. — The **SHORE ROAD** to *Mispec* diverges to the right from the *Loch Lomond* road, ½ M. from the *Marsh Bridge*, and passing through the suburb of *East St. John* skirts the *Eastern Harbour* which is formed by *Courtenay Bay*, the arm of the sea to the E. of the St. John peninsula. In about ¾ M. we pass the *Municipal Home for the Poor*, opposite which is the *Reformatory & Industrial School*. Just beyond lies the new *Breakwater* (7070 ft. long), near which is a large *Irry Dock*, ca. 1150 ft. long and 125 ft. wide. *Mispec Point* is about 9 M. from the city. — The **MAHOGANY ROAD** (a corruption of the Indian *Manawagonish*), beginning beyond the *Suspension Bridge* (p. 32), runs through (ca. 3 M.) *Fairville* (3500 inhab.; comp. p. 25), a W. suburb, and thence to the S.W. to (7 M.) *Spruce Lake* (p. 42). It affords good views over the *Bay of Fundy* (p. 76).

From St. John to *Fredericton* viâ the *St. John River*, see R. 11a; to *Fredericton* by railway, see R. 11b; to *Halifax* viâ the *Bay of Fundy*, see RR. 20a and b; to *Halifax* by railway, see R. 20c; to *Moncton* and *Quebec*, see R. 17; to *Montreal*, see R. 16; to *St. Andrews* and *St. Stephen*, see R. 14; to *Campobello* and *Grand Manan* (by steamer viâ *Eastport*), see R. 15; to *Portland (Boston)* by railway, see R. 8; to *Boston* by sea, see R. 7a.

11. From St. John to Fredericton.

Comp. Map at p. 59.

a. By River.

84 M. STEAMERS of the *St. John River S. S. Co.* and the *Crystal Stream S. S. Co.* in 6-8 hrs. (fare \$ 1½, return-fare \$ 2; meals extra), starting daily (except Sun.) from *Indiantown* (p. 34). This is a pleasant trip for those who have time for it, especially when the banks glow with the rich colours of the autumn foliage. The words right (r.) and left (l.) are used in the following description in reference to persons ascending the river. Some of the side-trips, such as those up the *Kennebecasis* and to *Grand Lake*, are also attractive. Full particulars as to the small steamers engaged in these services will be found in the daily papers. — The more important places mentioned in this route are also stations on the *St. John Valley Railway* (comp. R. 11b).

The **St. John**, 150 M. in length and much the largest river in New Brunswick, rises in the great forests of the N. part of Maine and flows at first towards the N.E. and afterwards to the S.E. For about 70 M. it forms the boundary between Maine and New Brunswick (comp. pp. 40, 94). It is navigable for steamers of some size up to (84 M.) *Fredericton*, and for smaller vessels (excellent motor-boating) to *Woodstock*, 64 M. farther up, or even to *Grand Falls*, 225 M. from the sea. 'It is noteworthy that, though the general course of the St. John is nearly parallel to the line of the E. coast of New Brunswick, it cuts across the principal lines of elevation and the usual N.E. and S.W. trend of the rocks of the province upon which the positions of these elevations depend' (*G. M. Dawson*). The *St. John* drains nearly half of the entire area of New Brunswick, besides

a large tract of Maine and part of Quebec (altogether ca. 28,000 sq M.). Among its chief tributaries are the *St. Francis*, the *Madawaska* (p. 94), the *Aroostook*, the *Tobique* (p. 40), the *Nashwaak*, the *Oromocto* (p. 35), the *Jemseg* (p. 35), the *Washademoak* (see below), and the *Kennebecasis* (p. 48). A large part of its basin is covered with pine and other forest, and immense quantities of timber are floated down the river. It received its present name from De Monts in 1604 (comp. p. 28); the Indians called it *Wool-as-took* ('long river'). — Comp. 'The River St. John, its physical features, legends, and history', by the Rev. Dr. W. O. Raymond (2nd ed., 1910).

St. John, see p. 27. The steamers start at *Indiantown* (beyond Pl. D, 1; tramway, see p. 27), a suburb just above the *Falls* (p. 32). As we leave we enjoy a fine retrospect of the city. The banks, at first, are high, steep, and picturesque, with numerous lumber-mills, limestone-quarries, and lime-kilns. Near the promontory of *Boar's Head* (r.), 3 M. from Indiantown, the river, here about 220 ft. deep, expands into *Grand Bay*, about 5 M. across, while behind (l.) lies *South Bay*, with numerous saw-mills. To the right opens **Kennebecasis Bay*, the estuary of the *Kennebecasis River* (p. 48), with *Kennebecasis Island*.

This bay, which also receives the waters of the *Hammond River*, is 1-4 M. wide and navigable for large vessels for 20-25 M. It contains many islands and includes the famous *St. John rowing-course* (comp. p. 48).

Beyond *Grand Bay* the winding river again contracts. The hills which enclose it are here about 200-400 ft. in height. The railway (p. 25) is seen to the left. — 9 M. (l.) *Brundage's*, one of the landings for *Westfield* (rail. station, see p. 25), a small summer-resort at the mouth of the *Nerepis*, with a sandy beach. — The river bends to the N.E. (r.), and we enter the *Long Reach*, a straight stretch of the river, 16 M. long and 1-3 M. wide. To the left rises the *Devil's Back*. Small tug-steamers drawing enormous timber-rafts are met here.

10 M. (l.) *Woodman's Point*. — 11 M. (l.) *Nat. Belyea's*, with a lighthouse. — 12 M. (r.) *Carter's*. — 17 M. (r.) *Victoria Wharf*. — 20 M. (l.) *Brown's Flat* (Rock Dale, \$24½), with summer cottages. — 22 M. (r.) *Cedars*. — 25 M. (l.) *Oak Point*, a pretty little hamlet with a lighthouse. Numerous islands stud the river here.

Just beyond *Oak Point*, to the left, is a long narrow peninsula named *The Mistake*, so called because the inlet between it and the W. bank is apt to be taken for one of the channels of the river.

26 M. (r.) *Sterritt's*, at the mouth of *Kingston Creek*, an arm of *Belleisle Bay* (14 M. long and 1 M. wide), which here opens to the right.

29 M. (r.) *Palmer's*. — The river now bends again to the N.W. (l.).

30 M. (l.) *Evandale* (Evandale, \$21½). — We pass *Spoon Island*. — 33 M. (l.) *Hampstead*, nearly opposite the end of *Long Island*, a fertile hay-growing strip, 6 M. long, with fine elms and two ponds. — 34 M. (r.) *Wickham*.

About 2 M. above this, to the right, partly concealed by *Little Musquash Island*, is the mouth of *Washademoak Lake*.

Washademoak Lake, really an expansion of the river of that name, 25 M. long and 1½-2 M. wide, is visited several times weekly by steamer from *St. John* and offers some attractions to the sportsman (moose, caribou, and deer).

40 M. (l.) *Otnabog*, at the outlet of the lake of the same name, nearly opposite the upper end of Long Island. — 42 M. (l.) *John Slipp's*, opposite *Upper Musquish Island*. — 47 M. (r.) *Burza's* or *Scovill's Point* (lighthouse). — 50 M. (l.) **Gagetown** (*Grey Gables*, \$2½; *Dingee*, \$2), beautifully situated behind the peninsula of *Grimross Neck*, is the chief place on the river between St. John and Fredericton (pop. 300) and shire-town of Queen's County.

To the right, at this point, on the other side of the peninsula, is the mouth of the *Jemseg River*, the outlet of *Grand Lake* (see below).

A small steamer plies regularly from St. John to Grand Lake (see daily papers). After quitting the St. John River it ascends the slow and winding Jemseg, the mouth of which was once guarded by a French fort erected in 1610. Half a century later *M. de Villon*, Governor of Acadia, made his headquarters here, an honour that was transferred to Nashwaak (Fredericton) soon after (see p. 36). — *Grand Lake* (4 sq. M.), which is 20 M. long and has a maximum width of 5 M., is surrounded by a farming and coal-mining country (comp. p. 33). The usual terminus of the steamer is *Chipman* (p. 33), about 10 M. up the *Salmon River*.

The hills bordering the St. John now disappear, and the rest of the trip passes through a fertile 'intervale' district, overflowed by the spring freshets. The river bends to the left. 53 M. (l.) *Grimross Canal*. — 56 M. (l.) *Gunter's*. — 60 M. *Upper Gagetown*, with a pier.

Opposite *Gilbert's* or *Mauger's Island* we call at (64 M.) *Sheffield* (r.), with a quaint church, and at (66 M.) *Sheffield Academy*. The river here flows nearly E. and W. We have a charming view (l.) of (68 M.) *Burton*, with its church-spire embedded in green. Opposite (r.) lies *Upper Sheffield*. — We now pass *Middle Island* and reach (71 M.; r.) *Maugerville* (pron. 'majerville'), the first English settlement in New Brunswick (1763; comp. p. 37). In 1776 most of the inhabitants declared in favour of the Colonies and against Great Britain — an act that entailed no serious consequences, even to themselves!

73 M. (l.) *Oromocto* (Stocker Ho., \$3), an attractive village with a good wharf, at the mouth of the *Oromocto*, in which trout and pickerel may be caught. Opposite lies *Oromocto Island*.

From about this point all the way to Fredericton the river is lined with timber-booms, anchored by stone-filled piers. The 'shear-booms', attached to the main booms, are for catching passing logs. Lumbermen are seen at work in all directions, and tiny tug-boats are hauling log-rafts. Indians in birch-bark canoes may be encountered here, if not lower down.

75 M. (r.) *Upper Maugerville*. — 79 M. (l.) *Glasier's*.

The first part of Fredericton to come in sight is the University, on the hills to the left. Then the Cathedral spires and the dome of the Parliament Buildings are seen to the right. Finally we pass through the 'draw' of the fine *Railway Bridge* (p. 38) and moor at the wharf to the left. On the opposite bank (r.) lie *South Devon* and *North Devon* (see p. 38).

84 M. (l.) *Fredericton* (p. 36). The hotels send carriages to meet the steamer.

Fredericton.

The *Union Railway Station* (see R.R. 11b, 12) lies at the E. end of the city.

Hotels. *BARBER HOUSE*, from \$ 4; *QUEEN*, from \$ 3¹/₂; *WINDSOR HALL*, \$ 3; *WAVERLEY*, \$ 2¹/₂; *YORK*, *LONG'S*, both from \$ 2.

Cabs 25 c. per drive within the city. — There is a good *Golf Course*.
— *U. S. Consular Agent*.

The *New Brunswick Tourist Association* supplies general information of all kinds to tourists and sportsmen. For the latter Fredericton is a good starting-point for caribou-shooting, the best season for which is in December, after the first snow. Good fishing of various kinds is likewise accessible hence. — **Guides** (comp. p. 38; list published by the Association), equipments, and camp-supplies are obtainable at Fredericton.

Fredericton, the capital of New Brunswick, is a very attractive little city of 8081 inhab., pleasantly situated on the right bank of the St. John, with wide elm-shaded streets and many handsome buildings. The five main streets, running parallel with the river — *Queen*, *King*, *Brunswick*, *George*, and *Charlotte* — were laid out in 1785 and were named by Governor Carleton in honour of the reigning family of Great Britain. The main *raison d'être* of the city is the presence of the Provincial Government Offices, but it also carries on a few manufactures (boots and shoes) and a large lumber-trade, while it is the distributing point for the surrounding country. It is an important centre for the sportsman (see above). The river, here $3\frac{1}{4}$ M. wide, is crossed by bridges for road and railway (p. 38).

In 1692 *Governor Villebon* (p. 35) transferred his headquarters from Jemseg to the mouth of the *Nashwaak* (p. 38), opposite Fredericton, in order to be nearer his Malicete allies, and built here a strong fort and stockade, which successfully resisted an attack by the New Englanders in 1696. In 1698, however, the garrison was removed to the fort at the mouth of the river St. John (p. 29), and in 1700 Fort Nashwaak was destroyed and abandoned. The village at *St. Anne's Point*, on the opposite bank, was founded about 1740, and in 1757 it received many Acadian refugees from Nova Scotia. When the British took possession of New Brunswick (see p. 37) the name of St. Anne was changed to *Fredericton* by Governor Carleton in 1785, and in 1786 it was made the capital of the province, partly because St. John was considered too open to attack, but chiefly to encourage the settlement of the lands in the centre of the Province.

The *Province of New Brunswick*, of which Fredericton is the capital, is about 230 M. long from N. to S. and 190 M. wide (maximum) from E. to W. Its area, 27,985 sq. M., is a little less than that of Scotland. On the N. it is bounded by the Province of Quebec and Chaleur Bay, on the W. by the State of Maine, on the S. by the Bay of Fundy, and on the E. by Northumberland Strait and the Gulf of St. Lawrence, while at its S.E. angle it connects with Nova Scotia by the narrow Isthmus of Chignecto (see p. 84). It has a coast-line of about 600 M., with numerous bays and excellent harbours. The chief rivers are the *St. John* (p. 33), the *Miramichi* (p. 87), and the *Restigouche* (p. 89). The surface consists mainly of undulating plains and hills, with no mountain-ranges properly so called, and much of it is still covered with forest, spruce being the principal wood. The forests abound in game, such as moose, caribou, bear, and deer, offering some of the best shooting in Canada (comp. above). Excellent fishing is also to be had in its rivers (see above and p. 40) and some of its lakes (see p. 46). Perhaps two-thirds of the province are available for agriculture, but so far only about one-half of this area has been occupied as farmland. All the ordinary British cereals and roots are successfully grown. Along with agriculture, fishing and lumbering are the chief pursuits of the inhabitants but fruit-growing, fur-farming (comp. p. 98), etc. are also pro-

fitably carried on. In 1918 the value of the fisheries, including herring, cod, 'sardines' (canned young herrings), oysters, was \$ 4,242,000, and they employed over 21,000 persons. The value of the lumber-industry in the same year was \$ 14,978,000, that of the manufactures \$ 6,855,000. Of the rich mineral resources, which as yet, however, have been only to some extent utilized (value \$ 1,675,006 in 1919), the most important are bituminous coal (see pp. 38, 80) and gypsum (see pp. 48, 95). Natural gas (see p. 48) and petroleum also occur. The total available water-power of ca. 300,000 horse-power has only been developed to a small extent. The majority of the population which numbered 388,092 in 1921, being an increase of 10 per cent since 1911 (351,889 inhabitants) are Canadian born. The Indian population numbered 1840 in 1917. Of the immigrants a great many come from the British Isles, especially from Ireland. There are about 98,000 French.

New Brunswick, discovered by Jacques Cartier in 1584, was included in the grant of 'Acadia' made to De Monts in 1603 (comp. p. 43), but in 1713 the French tried to reassert this name to Nova Scotia, and it was not till 1763 that New Brunswick became an undisputed part of the British Empire (comp. pp. 54, 35). Many of the Nova Scotia Acadians took refuge in New Brunswick in 1755 (see p. 94). New Brunswick was made a separate province in 1784 (p. 53) and joined the Dominion of Canada in 1867. See the 'History of New Brunswick', by Dr. James Hannay (1909).

The chief street is QUEEN STREET, running along the water-front for 1½ M. Following it to the left (S. E.) on coming from the steam-boat-wharf, we pass the *Court House* (1.) and reach the **Parliament Building**, a handsome stone structure, with a Corinthian portico, small dome, and mansard corner-towers. The adjacent building of purplish sandstone contains the *Departmental Offices*.

The *Assembly Hall*, on the ground-floor to the right on entering, contains portraits of George III. and Queen Charlotte, the Earl of Sheffield, etc. The Legislature, which consists of 48 members, including the Speaker, generally meets in February. — The *Supreme Court* to the left contains portraits of the Chief Justices of New Brunswick. — The *Hall of the Legislative Council*, up-stairs, became the Supreme Court Room when New Brunswick declared for a single legislative chamber. — The *Library*, at the back of the main building, contains a set of the plates of Audubon's 'Birds' and other valuable works. — An excellent *View is obtained from the *Dome*.

In the *Crown Land Office*, in the Departmental Building, is a copy of the 'Atlantic Neptune', published for the use of the British Navy in 1770.

A little way beyond the Parliament Building, in a pretty wooded 'close', stands ***Christ Church Cathedral**, a small but beautiful Dec. Gothic building of grey stone, with a spire 180 ft. high. It was built in 1849, through the exertions and largely at the expense of *Bishop Medley* (d. 1892), who is buried to the E. of the choir. The roof, spire, and E. window were restored after a fire in 1911.

The **Interior*, with its shallow transepts and spacious choir, is simply but tastefully adorned. The *Stained Glass Window* at the E. end was a gift of the Episcopalians of the United States. Behind the organ is a tablet to *Major-General Smyth* (d. 1823), Lieut. Governor of New Brunswick.

Near the Cathedral is a statue of *Robert Burns*, erected by Scots in the province.

If we turn to the right (N. W.) on reaching Queen St. from the wharf, we pass (right) the *Officers' Square*, with its green lawns, the *Officers' Quarters*, the *Post Office*, the *Barracks*, the *Normal School*, and the *City Hall*. Farther on, in the same direction, we pass the wooden *Victoria Hospital* (due to the activity of Lady Tilley) and reach the old *Government House*, opposite *Wilmot Park*.

At the back of Fredericton rises a series of wooded heights, on the southernmost of which, $1\frac{1}{2}$ M. from the centre of the city, stands the **University of New Brunswick** (founded in 1800), a substantial stone building dating from 1828 (200 students), with an excellent geological museum. The cupola affords a fine *View.

Other noticeable buildings are the *Presbyterian* and *Methodist Churches* and the little Anglican *Christ Church*.

No visitor should omit to cross the river by the road-bridge, which begins behind the Post Office (p. 87) and leads to the village of *North Devon* (p. 39), below the mouth of the *Nashwaaksis* ('little Nashwaak'; see below). It is adjoined by a small settlement of Malicete Indians, whose services as canoe-men and guides are in demand among sportsmen. [The white guides are considered the best, while the Micmac Indians, on the N. shore, are likewise good.] To the S. of North Devon, at the mouth of the *Nashwaak*, lies *South Devon* (see below and p. 87), a lumbering village (pop. 1000). A drive hence up the Nashwaak leads to (3 M.) **Marysville** (*Robinson*, § 2; see below and p. 87), a neatly built model town (pop. 2000), with large lumber-mills, saw-mills, and a large cotton mill.

A favourite drive leads along the S.W. side of the river past *Kingsclear* (p. 39), crosses the river at (9 M.) *Crock's Point*, and returns down the E. bank viâ *Keswick* (p. 39), *Douglas*, *Nashwaaksis* (p. 39), and *North Devon* (see above).

A delightful canoe-trip may be taken up the *Nashwaaksis* (see above) to (12 M.) its pretty *Falls*.

FROM FREDERICTON TO NORTON, 92 M. in $7\frac{1}{4}$ hrs. (fare \$ 6.60) *Fredericton & Grand Lake Coal & Railway Co.* as far as *Minto* (35 M. in $2\frac{1}{4}$ -3 hrs.), thence to *Norton* (57 M. in $4\frac{1}{4}$ hrs.) by the *New Brunswick Coal & Railway Co.* (a coal-carrying line, operated by a government commission). — This line diverges to the right at (2 M.) *Marysville* (see above) from the C.N.R. line to Newcastle (see p. 87) and traverses a rich coal-mining region. The first station of any importance is (35 M.) *Minto*, the centre of the Grand Lake coal-mining region. At (47 M.) *Chipman*, connection is made with the C.N.R. (R. 24b). The line now runs towards the S. and S.E. 57 M. *Cumberland Bay*, on Grand Lake (p. 35). 65 M. *Young's Cove Road*; 72 M. *Cody*; 83 M. *Belleisle*. — 92 M. *Norton*, see p. 48.

From Fredericton to *Newcastle*, see p. 87; to *Woodstock*, see R. 12.

b. By Railway.

66 M. C.P.R. in $2-2\frac{3}{4}$ hrs. — An alternative route is afforded by the **ST. JOHN VALLEY RAILWAY** (C.N.R.) which, diverging from the C.P.R. line at (14 M.) *Westfield Beach* (p. 25), follows closely the right bank of the *St. John River* (fine views; comp. R.R. 11a, 12b) to (84 M.) *Fredericton* and (146 M.) *Woodstock* whence it runs to (172 M. from St. John; through-fare \$ 5.55) *Centreville* (p. 40).

From St. John to (44 M.) *Fredericton Junction*, see p. 25. Our line here diverges to the right (N.) and runs through a wooded district, at some distance to the W. of the *River Oromocto* (p. 35). None of the intermediate stations are important.

66 M. *Fredericton*, see p. 36.

12. From Fredericton to Woodstock.

a. By Railway.

65 M. **CANADIAN PACIFIC RAILWAY** in $4\frac{1}{2}$ hrs. (fare \$ 2.25). — For the line of the **ST. JOHN VALLEY RAILWAY**, comp. above.

Fredericton, see p. 36. We cross the *St. John* by a fine cantilever steel bridge (view), 2100 ft. long, to (2 M.) *South Devon* (see above).

It then turns to the left (W.), passes (3 M.) *North Devon* (p. 38), and crosses the *Nashwaakasis* (p. 38) at (4 M.) the station of that name. Fine views of the St. John are enjoyed to the left; *Springhill* (see below) is visible on the opposite shore. At (14 M.) *Keswick* we turn to the right, quit the St. John, and ascend the left bank of the *Keswick*. Some pleasant bits of scenery are passed at first, but farther up the valley is dreary and unattractive. The line gradually bends round to the W., crossing and recrossing the stream. 21 M. *Zealand*; 30 M. *Upper Keswick*. From (39 M.) *Southampton Junction* a branch-line runs S. to (13 M.) *Otis*. 40 M. *Millville*; 44 M. *Nackawic*; 54 M. *Shewan*. At (61 M.) *Newburg* we join the line from Woodstock to *Edmundston* (R. 13) and follow it towards the S., with the St. John River to the right. Beyond (63 M.) *Upper Woodstock* we cross the St. John by a long wooden bridge and reach —
65 M. *Woodstock* (see below).

b. By River.

In spring and autumn, when the water is high enough to permit it, a 'stern-wheel' steamer plies up the attractive St. John to *Woodstock* (64 M.). — There is a fair MOTORING ROAD from *Fredericton* to *Woodstock*, following the course of the river.

Fredericton, see p. 36. The steamer at first runs towards the W., passing (5 M.; l.) *Springhill*, *Sugar Island* (r.), and (9 M.; l.) *Lower French Village*, an Acadian settlement opposite the mouth of the *Keswick* (see above). The river then turns to the S.W.

17 M. *Upper Kingsclear*. — 20 M. (r.) *Lower Queensbury*. The river here turns again to the N.W. — 22 M. (l.) *Lower Prince William*. — 23 M. *Bear Island*. — 25 M. (l.) *Prince William*.

30 M. (r.) *Upper Queensbury*. The river bends to the right.

40 M. (l.) *Pokiok*, picturesquely situated at the mouth of the river of that name, the outlet of *Lake George*. In descending to the St. John this stream forms a fall 40 ft. high and cuts its way through a narrow gorge $\frac{1}{4}$ M. long. — The St. John once more turns to the W.

44 M. *Meductic Rapids*, which in low water the steamer ascends with some difficulty. — 45 M. (l.) *Lower Canterbury*, near the mouth of the *Sheogomoc River*. — 47 M. (r.) *Southampton*. — 51 M. (l.) *Upper Canterbury*, at the mouth of *Eel River* (p. 25).

About 4 M. farther on, beyond (55 M.; r.) *Northampton*, is the site of the old *Meductic* fort and Indian village (l.) which were described by English and French writers more than two centuries ago. The river here flows almost from N. to S. — 57 M. (l.) *Lower Woodstock*.

64 M. (l.) *Woodstock* (136 ft.; *Carlisle*, \$ 4; *Aberdeen*, \$ 3; golf-course), a prosperous market-town of 3377 inhab., pleasantly situated on a high bluff, at the confluence of the St. John and the *Meduxnekeag*, is the centre of a thriving agricultural district. It also possesses foundries, saw-mills, a tannery, several factories, and an

agricultural college. The drives in the vicinity are picturesque and the roads excellent. A handsome iron bridge with stone piers spans the river to *Grafton*, on the E. side.

The *St. John Valley Railway* (comp. R. 11 b) runs from Woodstock N. to (26 M.) *Centreville* (Centreville, \$ 2). — From Woodstock to *McAdam Junction*, see p. 25; to *Grand Falls* and *Edmundston*, see R. 13.

13. From Woodstock to Grand Falls and Edmundston.

112 M. CANADIAN PACIFIC RAILWAY in 5¾ hrs. (fare to Grand Falls \$ 3.90, to Edmundston \$ 4.60). This line runs through a picturesque district, and the Grand Falls are well worth seeing.

From Woodstock to (4 M.) *Newburg*, see p. 39. Our line now runs to the N., hugging the E. bank of the *St. John* (views to the left). 13 M. *Hartland*; 17 M. *Peel*. — 24 M. *Florenceville*; the prettily situated village is on the opposite side of the river. About 6 M. to the S.W. rises *Mars Hill* (1200 ft.). — The scenery improves. 27 M. *Bristol* is only 15 M. by road from the upper waters of the main arm of the *Miramichi* (see p. 87). 30 M. *Bath*. — From (49 M.) *Perth Junction* (Johnston, \$ 3½) a branch-line ascends the *Tobique Valley* (see below) to (27 M.) *Plaster Rock* (see p. 95). — The train now crosses the *St. John* to (50 M.) *Andover* (hotel), a village of 1331 inhab., much frequented by anglers (see below).

About 1 M. above Andover, on the opposite side of the *St. John*, is the mouth of the **Tobique*, a famous stream for salmon, trout, and scenery. Guides (\$ 1½-2 per day) and canoes may be obtained in the *Malicete* village at the mouth of the river or by consulting the list of white guides prepared by the N. B. Tourist Association (better; see p. 36). The enthusiastic angler may push his way up to *Nictor* or *Nictau Lake*, at the headwaters of the *Tobique* (a week's journey), whence a portage of 3 M. will bring him to the headwaters of the *Nipisiquit* (p. 88). Thence he may paddle in 5-6 days to the *Grand Falls of the Nipisiquit*, 20 M. from *Bathurst* (comp. p. 88). Near *Nictor Lake* is *Bald Mt.* (2900 ft.), the highest point in New Brunswick.

From (55 M.) *Aroostook* a branch-line runs up the valley of the *Aroostook* to (34 M.) *Presque Isle*, a small town in Maine.

The so-called '*Aroostook War*', in 1839, arose from disputes about the boundary between New Brunswick and Maine, but did not pass beyond the stage of 'mobilisation of forces' on both sides. The ensuing diplomacy adjudged the *Aroostook Valley*, which had been largely settled by New Brunswickers, to the United States. The valley affords excellent fishing and also bear, moose, caribou, deer, and duck shooting. The name will be familiar to all admirers of *Howells'* '*Lady of the Aroostook*'.

The line crosses the *Aroostook* and continues to follow the *St. John*, which now flows to our right. — 73 M. *Grand Falls* (507 ft.; *Courless*, *Minto*, \$ 3½), a small town with 1750 inhab., attracts a number of summer-visitors by its fine scenery, beautiful woods, and cool climate. The town occupies a high plateau surrounded by the river, except on the W. where there is a ravine. Partridge and duck shooting are popular in autumn. — C.N.R. station, see p. 96.

Proceeding from the station towards the E. we take the first cross-street to the left, soon reaching *Broadway*, a wide grassy avenue, running through the town from E. to W. We follow *Broadway* to its E. end to

the *Suspension Bridge*, where we obtain a splendid view of the *Grand Falls of the St. John* (comp. p. 33), situated about 200 yds. above the bridge. The river here suddenly contracts and plunges into a rocky gorge from a height of 60 ft. These falls rank with the finest on the continent in everything but size, and their environment is very impressive. A nearer view of the falls is obtained from the old mill or by descending the steep steps to the bottom of the ravine. — The ravine is about $\frac{3}{4}$ M. long and 250 ft. wide, while its sides of dark calcareous slate rise precipitously to a height of 100-250 ft. It contains several cascades and rapids, with a total descent of 55 ft. more. Among the subordinate points of interest in it are the *Coffee Mill Whirl Pool* and the *Wells*. The visitor should try to see the falls when lumber is passing over them. — A romantic Indian tradition narrates that an invading party of Mohawks captured two Malicete squaws, whom they forced to act as their pilotes down the river. The women assured them that the stream was free from falls or rapids and that the noise they heard was that of a tributary stream. The Mohawks consequently did not realize their danger till too late, and their canoes were all swept over the falls — the heroines losing their own lives but saving their village from destruction.

The railway crosses to the left (E.) bank of the river a little above the falls and continues its course towards the N.W. (views to the left). The river now forms the boundary between New Brunswick and Maine, and we soon reach the Acadian district mentioned at p. 94. — 86 M. *St. Leonard* (Brunswick, from \$ 2 $\frac{1}{2}$; Cyr, from \$ 2; U.S. Cons. Agent). with 2026 inhab., is also a station on the C.N.R. (p. 96).

FROM ST. LEONARD TO CAMPBELLTON, 112 M., C.N.R. in 5 hrs. — This route at first follows the E. bank of the *Grand River* (see below) to (15 M.) the station of that name. 31 M. *Hammond*; 57 M. *Kedwick*; 93 M. *Upsalquitch*, on the river of that name (p. 59). — 112 M. *Campbellton*, see p. 90.

The International Bridge between St. Leonard and Van Buren (Maine; comp. p. 46) affords railway connection with the New England lines.

The *Grand River* (see above) forms the beginning of a canoe and portage route to the head-waters of the *Restigouche* (p. 89), which are within 15 M. of the mouth of the Grand River. Guides (named in the list of the New Brunswick Tourist Association, see p. 36) and canoes are generally brought from the Malicete settlements at the mouth of the Tobique (p. 40), but may also be obtained at one of the Acadian villages.

102 M. *Green River*; 107 M. *St. Basil*, with a large Roman Catholic church and convent. — The train continues to hug the river, which here sweeps round to the W., and soon reaches —

112 M. *Edmundston* (468 ft.; *Madawaska*, *Grand Central*, *Royal*, \$ 3; *Ringuette's*, from \$ 2; *Rail. Restaurant*; U.S. Cons. Agent), a town of 4033 inhab., situated at the confluence of the *Madawaska* (p. 94) and the *St. John*, in an agricultural and lumbering district. It is an important railway-centre.

From Edmundston to *Moncton* (*Halifax*) and *Quebec*, see R. 24 b; to *Rivière du Loup*, see p. 94.

14. From St. John to St. Stephen and St. Andrews.

Comp. Map at p. 59.

a. By Railway.

The CANADIAN PACIFIC RAILWAY has two lines to *St. Stephen*: the *Shore Line Division* (83 M. in 6 hrs.; fare \$ 3.05), which is described at p. 42, and the line viâ *McAdam Junction* (see p. 25; 118 M. in 4 $\frac{3}{4}$ -5 hrs.; fare \$ 4.20).

— The route to (126 M.) *St. Andrews* (see below) viâ (84 M.) *McAdam Junction* by the C.P.R. (5¾ hrs.; fare \$4.50) is described at p. 25.

In fine weather the steamer trip (R. 14b) is preferable to the railway.

Our train starts from *West St. John* (p. 32) and runs to the W., following the general line of the coast with occasional views of the *Bay of Fundy* (p. 76). — 8 M. *Spruce Lake* (p. 33); 17 M. *Musquash*, a village (pop. 660) at the head of a small harbour; 22 M. *Lepreau*, at the head of *Mace Bay*. *Point Lepreau* (see below) is 7 M. to the S. At *Beaver Harbor*, 5 M. from (38 M.) *Pennfield*, is the *Paul Hotel* (good), frequented for shooting and fishing.

48 M. *St. George* (*Victoria*, \$3), a small seaport, with ca. 3000 inhab., at the mouth of the *Magaguadavic* (locally pron. 'Magadavy'), which is here compressed into a chasm 30 ft. wide and plunges into the harbour from a height of 50 ft. *St. George* exports lumber and fine red granite, quarried in the environs. *Lake Utopia*, 1 M. to the N., affords good trout-fishing. — 54 M. *Bonny River* (*Bonny River Ho.*, \$2), a good trout-fishing centre: 62 M. *Dyer's*.

At (69 M.) *Brunswick Junction* we intersect the above-mentioned line from *McAdam Junction* to *St. Andrews*.

We now pass (78 M.) *Oak Bay*, at the head of the inlet of the *St. Croix River* so called (see p. 43), and soon reach —

83 M. *St. Stephen* (see p. 43).

b. By Steamer.

STEAMERS of the *Eastern S.S. Corporation* ply several times weekly in summer from *St. John* to *Eastport*, where connection is made with another steamer of the same company for *St. Andrews* (through-fare \$2) and *Calais* (for *St. Stephen*; \$2.15; 7 hrs. in all). See daily papers or inquire at the steamboat-office.

St. John, see p. 27. On leaving the harbour, the steamer runs well out into the *Bay of Fundy* (p. 76) and steers a little to the S. of W. Beyond *Split Rock Point* opens *Musquash Harbour* (see above), and farther on is *Point Lepreau* (see above), with its double light and steam-foghorn. We then cross the wide entrance of *Mace Bay* (see above), leaving *Deer Island* (p. 23) to the right.

At *Eastport* (see p. 23) we change to another steamer, which steers to the N., passing between *Moose Island* and *Deer Island* (see above), and beyond *Pleasant Point* (l.), the chief settlement of the *Passamaquoddy* Indians, enters *Passamaquoddy Bay*. Beyond *Navy Island* we enter the *St. Croix River* (see p. 43).

St. Andrews (**Algonquin*, a large summer-hotel belonging to the C.P.R., \$7; *Kennedy's*, from \$2½), a seaport, with a good harbour, and a much-frequented summer-resort, with 2000 inhab., is finely situated on a peninsula between *Passamaquoddy Bay* and the *St. Croix River*, here 2 M. wide and separating *New Brunswick* from *Maine*. The town, founded about 1783, lies on a gentle slope, rising to a height of 150 ft. Its attractions include good sea-bathing and

boating (at *Katie's Cove*), golf-links, a summer climate cool and comparatively free from fog, sea and fresh-water fishing, lobster-spearing, and fair roads for riding, driving, or motoring.

One of the chief points of interest near St. Andrews is the *Chamcook Mt.*, 4 M. to the N., the base of which may be reached by road or railway. The top commands a fine view of *Passamaquoddy Bay*. — Excursions may also be made to *Doucet's Island* (see below) and to the little American village of *Robbinston* on the opposite side of the St. Croix. — Longer trips may be made to *Eastport* (steamer daily in summer). *Campobello* (p. 44), and *Grand Manan* (p. 45).

From St. Andrews to *McAdam Junction*, see p. 25

The sail up the *St. Croix River* from St. Andrews to (19 M.) *Calais* is interesting and picturesque. To the left is seen the village of *Robbinston* (see above); to the right rises *Chamcook Mt.* (see above). About $5\frac{1}{2}$ M. above St. Andrews we pass (left) *Doucet's Island*, the site of the first settlement in Acadia.

In 1604 the *Sieur de Monts*, to whom Henry IV. had made a grant of Acadia, arrived in the St. Croix River at the head of an expedition which included *Champlain* among its members and fixed upon the grassy *Isle St. Croix* (now *Doucet's Island*) as the site of his settlement. A group of wooden dwellings, defended by two batteries, was erected, and grain and vegetables were planted. The crops, however, failed to ripen, and the extreme cold of the winter was more than the ill-fed and ill-housed Frenchmen could stand. Scurvy broke out and carried off nearly half of the 80 settlers. When a supply-ship arrived in June, 1605, the island was abandoned, and the unfortunate colonists took refuge in *Port Royal* (p. 75). The only inhabitants of the island now are the keepers of the lighthouse.

In 1783, when it was agreed that the St. Croix should be the boundary between New Brunswick and the United States, the latter country claimed that the *Magaguadavic* (p. 42) was the stream in question. The discovery of some remains of the settlement of *De Monts* however, settled the matter beyond dispute.

About $4\frac{1}{2}$ M. farther up, the river bends to the left (W.), while *Oak Bay* opens out to the N., in the direction we have been moving in. It has been supposed that the arrangement of the river and its arms here suggested the name 'Croix'. To the left rises the *Devil's Head* (a corruption of *Duval's* or *D'Oroville's*). In $2\frac{1}{2}$ M. more we pass the fishing-village named *The Ledge*, and 4 M. beyond this lies —

St. Stephen (*Queen*, from \$ $3\frac{1}{2}$; *Johnson*, \$ 3; *U.S. Consul*), a busy little town with 3449 inhab., at the head of navigation on the St. Croix. Its chief activity is in shipping lumber, but it also carries on a general trade and has a few manufactories. Its cemetery is shaded by fine white pines. — About 1 M. above St. Stephen is *Milltown* (pop. 2250), and on the opposite shore of the river (steel bridge), in Maine, is the town of *Calais* (St. Croix, \$ 3), the terminus of the steamboat line, with (1920) 6084 inhab. and similar interests to those of St. Stephen. The three towns are connected by an electric tramway.

From St. Stephen to *McAdam Junction*, see p. 25. — Steamers ply frequently in summer from St. Stephen to *St. Andrews* (p. 42) and *Eastport* (p. 23), connecting at *Eastport* with steamers for *Campobello* (see p. 44) and *Grand Manan* (p. 45).

15. Campobello and Grand Manan.

These two islands are reached via *Eastport* (p. 23), the routes to which town are indicated at pp. 23, 42.

a. Campobello.

Small steamers ply from Eastport to (2½ M.) *Campobello* at frequent intervals (½ hr.), while the Grand Manan steamers (p. 45) also touch at Campobello. Tickets are issued to Campobello from all important points, and baggage may be checked through. The ferry-steamers connect with all passenger-steamers calling at Eastport.

Campobello (*Tyn-y-Coed*, \$ 6; golf-course), an island 9-10 M. long and 2-3 M. wide (pop. ca. 1230), lies between *Passamaquoddy Bay* (p. 23) and the *Bay of Fundy* (p. 23), just on the Canadian (New Brunswick) side of the International Boundary. Its shores abound in picturesque cliffs, chasms, fjords, and beaches. The interior is covered with a dense growth of firs and spruces, affording a pleasant shade for the numerous possible walks and drives. The climate is cool in summer, ranging from 50° to 75° Fahr. From 1767 to 1880 the island belonged to *Adm. William Owen* and his descendants, but in the latter year it was purchased by a syndicate of New Yorkers and Bostonians, who have spent large sums on its development, and it has now become a favourite summer-resort.

Excursions. To *Herring Cove Beach*, 1¾ M. The shady road crosses *Lake Glen Severn* by a bridge 600 ft. long. The crescent-shaped beach is 3 M. long. We may return from its farther end by the Herring Cove road, or by a bridle-path diverging to the left from that road and traversing the wood. — To **Head Harbor*, 10 M. The road leads partly along the coast and partly through the well-wooded interior. It passes the famous *Cold Spring*, with a uniform temperature of 44°, and *Bunker Hill* (300 ft.), the top of which, reached by a bridle-path, affords a *View of Grand Manan, the *Wolves*, and (on very clear days, with a telescope) *Nova Scotia*. A détour may be made from this road to (2 M.) **Schooner Cove*, whence a path (good for ¾ M., when the Head comes in sight; difficult trail thence) leads to (2 M.) *Nancy Head*, a fine cliff, 210 ft. high, with a pretty beach at its foot. Following the Head Harbor road a little farther, we may diverge to the right to *Mill Cove*. (If we include this point, it is wise to bring luncheon and devote the whole day to the excursion.) — *Nine Mile Drive* (3 hrs.). We follow the Glen Severn road for 1 M. and then the Raccoon Beach road to the (1½ M.) *Raccoon Beach*, whence we may visit the wild *Southern Head* on foot (5 min.). Returning to the road, we follow it to the right for 5 M. and return by either the *Fitzwilliam Road* or the *Narrows Road*. — To **Man-of-War Head* (3¼ M.; fine views). We proceed through *Welchpool* (Campobello Inn, from \$ 3½), the chief hamlet on the island, with a government pier, and then bear to the right over the *North Road*. The head is a high rocky bluff at the entrance of *Harbor de Lute*, commanding a good view. — To *Eastern Head*. From the end of the Herring Cove road we descend rapidly to the left and cross a beach. A few minutes farther on we follow a path to the right which leads to (20 min.) the summit (300 ft.; *View). — Other points of interest are **Friar's Head*, *Robinson's Ravine*, *Jacob's Ladder*, *Meadow Brook Cove*, etc.

EXCURSIONS BY WATER may be made to *Dennysville*, *Calais* (p. 43), *St. Andrews* (p. 42), up the *Magaguadavic* to *St. George* (p. 42), *Grand Manan* (p. 45), *St. John* (p. 27), and *Mt. Desert* (see *Baedeker's United States*).

Sailing, *Rowing*, and *Canoeing* are safe (though some knowledge of the tides is desirable), and the *Fishing* is excellent.

b. Grand Manan.

A steamer of the *Grand Manan Steamboat Co.* runs several times weekly in summer from *Eastport* (p. 23), touching at *Campobello* (p. 44), to (12 M.) *North Head*, on *Grand Manan* (2 hrs.). A weekly steamer also plies from *St. John* (p. 28) to *Grand Manan* via *Eastport* and *Campobello*.

Grand Manan (accent on second syllable), an island belonging to New Brunswick but lying about 8 M. from the coast of Maine, near the entrance to *Passamaquoddy Bay* (p. 23), is 12 M. long and 3-8 M. wide and contains about 2500 inhabitants. It possesses some of the finest cliff-scenery in America, while its cool (though somewhat foggy) climate and its fishing are additional attractions to summer-visitors. The main occupation of the people is the cod, haddock, pollack, halibut, and herring fisheries.

North Head, the chief village and harbour of the island, lies on *Flagg's Cove*, near the N. end of the E. side. In the vicinity is the *Marathon House* (\$ 3), the chief hotel on the island, and *Rose Cottage* (\$ 2½) — Following the excellent road, which traverses the whole island, to the N., we pass *Sprague's Cove* or *Pettes's Cove*, below *Swallowtail Head*, and (2½ M.) *Whale Cove* (Whale Cove Farm House, \$ 2½, well spoken of), with a beach where porphyry, agates, and jasper may be picked up (fine views). Farther on is the *Old Bishop* or *Bishop's Head*, the N. extremity of the island.

The finest cliffs are at the S. end of the island. The road to them from *Flagg's Cove* follows the shore more or less closely to *Castalia*, *Woodward's Cove*, and (5 M.) *Grand Harbor*, the last a place of considerable trade. It then leaves the sea for a time, but regains it at (5½ M.) *Seal Cove*, the first place settled in the island, whence it is continued to (4 M.) *Deep Cove*. From this point roads lead to (1½ M.) **South West Head* (lighthouse), where the cliffs rise to a height of 300-400 ft., and to (2 M.) the *Southern Cross*.

The W. coast of the island consists of an almost unbroken range of cliffs, 200-400 ft. high. A road crosses the island from *Castalia* (see above) to **Dark Harbor*, near which is *Money Cove*, where Capt. Kidd is fabled to have deposited some of his treasure (comp. p. 78). A little to the N. is *Indian Beach*, where a number of Quoddy Indians pass the summer engaged in the porpoise-fishery.

A number of small islands fringe the E. coast of *Grand Manan*, while a little to the S. of it are *Gannet Rock* (the scene of many terrible shipwrecks) and the *Seal Islands*, each with a lighthouse.

16. From St. John to Montreal.

Comp. Map at p. 146.

482 M. CANADIAN PACIFIC RAILWAY in 16½-17 hrs. (fare \$ 17.40; sleeper \$ 4.80). This line traverses a good sporting district.

From *St. John* to (146 M.) *Mattawamkeag* (p. 46), see R. 8. The *Maine Central R.R.* to Bangor here diverges to the left. — 168 M. *Seboois*; 180 M. *Lake View*. At (190 M.) *Brownville Junction* (Rail.

Restaurant) we cross the Bangor & Aroostook Railway. — Beyond (207 M.) *Onawa*, on the pretty lake of that name, we run through an excellent sporting district, with numerous lakes and woods.

223 M. *Greenville* (*Moosehead Inn*, \$ 3), at the S. end of *Moosehead Lake* (see below), the chief centre of the sportsmen and anglers who frequent the district (guides, canoes, etc.). It is the junction of a railway to *Bangor* (p. 25).

**Moosehead Lake*, the largest in Maine (35 M. long, 1-15 M. wide; ca. 1000 ft. above the sea), is drained by the *Kennebec River*. Its waters abound in trout and other fish, and the forests surrounding it are well stocked with moose, caribou, deer, and ruffed grouse. Black flies and mosquitoes are very troublesome here in June and July. — From *Greenville* a small steamer plies in summer to (17 M.) *Mt. Kineo* (1760 ft.; **View*), which projects into the lake on the E. side, so as to narrow it down to a channel 1 M. across. The **Mt. Kineo Hotel* is a favourite resort of anglers. Opposite *Mt. Kineo* is *Kineo* (see below; ferry steamer). The steamer goes on from *Mt. Kineo* to (18 M.) the N. end of the lake, whence a portage of 2 M. leads to the upper waters of the *Penobscot River*. Enterprising travellers may descend this river and the lakes strung on it in birch bark canoes (with guides) to *Mattawamkeag* (p. 45: 6-8 days). Canoe-trips may also be made from the head of *Moosehead Lake* viâ the *Allagash* and *St. John Rivers* to *Fort Kent* (p. 94) or *Van Buren* (see p. 41 and *Baudeker's United States*). A good view is obtained to the E. of *Mt. Katahdin* or *Ktaadn* (5385 ft.), which is also visible from *Moosehead Lake* (to the N.E.) in clear weather. Many other steamers ply on the lake.

Beyond *Greenville* the train runs along the W. side of the lake. Near (234 M.) *Moosehead* (inns; guides) we cross the *Kennebec* and have a last view (right) of *Moosehead Lake*. At (238 M.) *Somerset* we cross the *Maine Central Railway* from *Bingham* (Maine) to *Kineo* (see above). Various small lakes and stations are passed, all frequented for shooting and fishing (views to the right).

Beyond (287 M.) *Lowelltown* we leave the State of Maine and enter *Quebec* (p. 157). 307 M. *Megantic* (Union, Queen's, \$ 3; Rail. Restaurant; guides; pop. 3500), on *Lake Megantic* (1300 ft.; 14 sq. M.), 12 M. long and 1-4 M. wide, a favourite resort of anglers and sportsmen. To the S.E. of it lies the little *Spider Lake*, with the club-house of the *Megantic Fish and Game Club*. *Megantic* is connected by the *Quebec Central Railway* with (60 M.) *Tring Junction* (p. 22). — We now ascend a heavy grade, through a well-wooded and sparsely-settled district, to (332 M.) *Scotstown*, a lumber-settlement. At (354 M.) *Cookshire* (Osgood, \$ 3; U.S. Cons. Agent) we cross the *Maine Central R. R.* (R. 9b). — 372 M. *Lennoxville* (College, \$ 2½; see pp. 21, 26), a village with 1210 inhab., is the seat of the *University of Bishop's College* (founded in 1843) and of *Bishop's College School*, two well-known episcopal institutions (seen to the right of the line). Electric tramway to (3 M.) *Sherbrooke* (see below). The stretch beyond *Lennoxville*, with the *St. Francis River* to the right, is very picturesque.

375 M. *Sherbrooke* (*Sherbrooke, Magog*, \$ 4; *Grand Central, Château Frontenac*, \$ 3½; *Continental*, \$ 2½; Rail. Restaurant; U.S. Consul), a city with 22,097 inhab., attractively situated at the

confluence of the St. Francis and the *Magog*, is the chief place in the so-called 'Eastern Townships' (see below), which the railway now traverses. It is the see of a Roman Catholic bishop, and has a college with 450 students. It possesses important cotton and woollen factories and machine shops and carries on a trade in lumber. Within the town are the picturesque *Rapids of the Magog*. We here cross the Quebec Central Railway (see p. 21) and the G.T.R. (see p. 26). Electric tramway to (3 M.) *Lennoxville* (p. 46).

The Eastern Townships were originally settled by United Empire Loyalists (comp. p. xxiv), who form the 'English' portion of the province.

As we leave Sherbrooke we cross the river Magog, the outflow of Lake Memphremagog (see below), and skirt it as it flows through its picturesque wooded channel to the left.

394 M. *Magog* (p. 19) lies at the N. end of Lake Memphremagog (see p. 19; view to the left). 404 M. *Eastroy* is the junction of lines to (37 M.) *Windsor Mills* (Windsor, \$ 3), with paper-mills (pop. 3000), and to (25 M.) *North Troy* (Vt. p. 19). 412 M. *Foster* (see p. 20). — At (432 M.) *Brookport* we join the line from Boston (R. 3c); 439 M. *Farnham* (see p. 20). 451 M. *Herville* (see p. 149). At (452 M.) *St. John's* (p. 14) we cross the *Richelieu* (views). 457 M. *L'Acadie* (p. 15); 463 M. *St. Philippe*. 468 M. *St. Constant*. — 473 M. *Adirondack Junction* (p. 17), the station for Caughnawaga (2300 inhab.), at the S. end of the Lachine Bridge (see below), to the left. Caughnawaga is an Indian reservation and the home of the half-breed Iroquois remnant of one band of the Six Nations (comp. p. 232).

These Indians are famous as lacrosse-players and boatmen; and a band of fifty of them did excellent service in the latter capacity on the British expedition that ascended the Nile in 1884. The town walls, built by the French in 1721, are almost intact on three sides of the older part of the village, round the *Church*. In the *Presbytery* (17.5) are the once miracle-working remains of the Mohawk Saint Telgahkwita, the room and desk of the historian Père Charlevoix (1682-1761), and some valuable vestments.

We now cross the St. Lawrence by the **Lachine Bridge* (views, 3657 ft. long), built of steel on the cantilever principle in 1885-7, but reconstructed so as to provide for a double track in 1910-12. The channel-spans are each 408 ft. long. Below, to the right, are the **Lachine Rapids* (p. 221). Just beyond the bridge is the little town of *Lachine* (p. 220; left), with its large convent. From (477 M.) *Montreal West*, where our line is joined on the right by the lines from Toronto, Ottawa, etc., the train runs towards the E. to —

482 M. *Montreal* (Windsor Street Station; see p. 131).

17. From St. John to Quebec (Lévis).

Comp. Map at p. 59.

577 M. CANADIAN NATIONAL RAILWAYS in 15¾-18 hrs. (fare \$ 16.05; sleeper \$ 5.25). [To *Montreal* in 20½-24 hrs. (fare \$ 19.65, sleeper \$ 5.25).] — For travellers by the ST. JOHN VALLEY RAILWAY (comp. R. 11b) there is a through-service viâ *Fredericton* and *McGivney's Junction* (p. 95), where R. 24b is joined (through-fare \$ 14.80).

St. John, see p. 27. The first part of the line, running along the Kennebecasis Bay and River, is picturesque, but beyond Sussex it traverses a well-settled farming-district offering no scenic beauty. — The railway runs for a mile or two through a marshy valley till it reaches the bay. 3 M. *Coldbrook*, an industrial suburb of *St. John*. At (7 M.) *Riverside* we overlook the Kennebecasis Rowing Course, the scene of many famous races. 9 M. *Rothsay* (Kennedy Ho., \$ 3), delightfully situated on the E. shore of *Kennebecasis Bay* (p. 34), is perhaps the most popular summer-residence and resort of the *St. John* people. The bay now gradually contracts into the *Kennebecasis River*. — 22 M. *Hampton* (Wayside Inn, \$ 4; Riverview, \$ 2½), with the summer-homes of many citizens of *St. John*, is the junction of a line running S. to (30 M.) *St. Martin's* (Avon, *St. Martin's*, \$ 2½), on the Bay of Fundy. Steamers ply from *Hampton* to *St. John* (p. 28). — 33 M. *Norton* (Campbell Ho., \$ 3; see p. 38). 39 M. *Apohaqui*, with mineral springs. 44 M. *Sussex* (Depot Ho., from \$ 3; Royal, Maple Hurst, from \$ 2½) is a busy little town (pop. 2198). The railway now ascends to (51 M.) *Penobsquis* (160 ft.), on the 'height of land' between the Kennebecasis and the Petitcodiac River (see below). We then descend to (66 M.) *Petitcodiac* (Codiac Ho., Burlington, \$ 3), on the river of that name, the junction of lines to (14 M.) *Elgin* and (13 M.) *Havelock* (The Bungalow, \$ 3). The latter is near *Canaan River*, a good trout-stream. — 71 M. *River Glade*, near the *Pollet River Falls*. — 76 M. *Salisbury* (Wayside Inn, \$ 3).

FROM SALISBURY TO ALBERT, 45 M., C.N.R. in 3¼ hrs. (fare \$ 1.65). This line runs towards the S.E. and reaches the *Petitcodiac*, flowing between its fertile salt-marshes, at (24 M.) *Hillsborough* (Prince Albert, \$ 2½), a town of 120 inhab., with manufactures and exports of plaster. About 5 M. to the N. of Hillsborough, near the *Stony Creek*, lies an important gas and oil field (comp. pp. 85, 86), while 8 M. to the S.E. are the singular *Hopewell Cape Rocks* (see p. 86). Steamer from Hillsborough to *Moncton*, see p. 86. — 29 M. *Albert Mines*, where albertite, an asphalt-like mineral, supposed to be a solidified form of petroleum, was once mined. 42 M. *Hopewell Hill*, near *Hopewell Cape* (p. 86); 44 M. *Riverside*; 45 M. *Albert* (terminus; Jones, \$ 2½), all on or near the arm of the Bay of Fundy into which the *Petitcodiac* flows. — *Harvey* lies 3 M. to the S.E. of *Albert*.

The next station of importance is (85 M.) **Moncton** (p. 85), where we join the main line of the C.N.R. from Halifax.

From this point to (577 M.) *Quebec*, see R. 24a.

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18. Halifax.

Arrival. The *South or Union Station* (p. 54), at which all trains arrive, lies at the foot of Hollis St. (Pl. D, 5), near the principal hotels. — Cabs and hacks meet the trains (fare 50 c. for 1-2 pers., 25 c. for each addit. pers., 1/2 cwt. of luggage included), and the tramways pass close to the stations and near the hotels. The chief hotels send omnibuses or representatives to meet their guests. Cabs are also in waiting on the *Steamboat Wharves* (fares as above).

It should be remembered that Nova Scotia time, as observed at Halifax and throughout the province, is the Atlantic Standard time, 1 hr. ahead of Eastern Standard time (p. xii).

Hotels. *HALIFAX HOTEL* (Pl. a; E, 4), 97-103 Hollis St., from \$ 5, with bath from \$ 6; *QUEEN'S* (Pl. b; E, 4), 114 Hollis St., from \$ 4 1/2; *NEW CARLETON*, 63 Argyle St. (Pl. F, 4), from \$ 4; *KING EDWARD* (Pl. e; E, 1), from \$ 3 1/2; *HILLSDALE*, \$ 3 1/2; *PRINCE GEORGE, R.* from \$ 1; *ELMWOOD*, from \$ 3; *WAVERLEY* (Pl. c; D, 5), 174 Pleasant St., \$ 3; *REVERE*, \$ 3; *ACADIAN* (Pl. d; E, 4), 88 Granville St., \$ 2. — *BIRCHDALE* (Pl. f; A, 3), in charming grounds on the North West Arm (p. 59), 1/4-1/2 hr. by tramway from the centre of the city, adapted for a long stay, from \$ 3.

Restaurants. *Patrick*, 25 George St.; *Green Lantern*, 179 Barrington St.; *Bond*, 82 Barrington St.; *Barns*, 32 Salter St.; *Redmond*, 153 Hollis St.; *Colonial Tea Room*, 78 Barrington St.

Cabs. For each pers. 1 M. 25 c., 1 1/2 M. 50 c., 2 M. 60 c.; half-fare in returning; 1/4 hr. waiting free, each addit. 1/4 hr. 15 c.; per hr. \$ 1; with two horses \$ 1 1/2. Between midnight and 6 a. m. (7 a. m. in winter) by agreement, not to exceed double fare. From railway-station or wharf, see above. — Tramways traverse the entire city from N. to S., with various branch-lines (fare 5 c.; six tickets 25 c.). — *Observation Carriages*, starting from the Post Office (p. 54), visit all the points of interest (3 hrs.; fare 50 c.).

Steamers ply regularly from Halifax to *Prince Edward Island* (p. 97), *Sydney* (p. 67), *Mulgrave* (p. 61), *Guysboro* (p. 61), *Newfoundland* (p. 103), *Bridgewater* (p. 78), *Lunenburg* (p. 78), *St. Pierre and Miquelon* (R. 27), *Boston* (R. 7 c), *New York* (comp. p. 23), *Baltimore*, to *Liverpool*, *London*, and *Glasgow* (R. 1), to *Bermuda*, *Jamaica*, *Mexico*, *Havana*, and many other ports. — **HARBOUR EXCURSION STEAMERS.** see p. 59. Comp. advertisements in newspapers and at hotels.

Ferry Steamer to (8 min.) *Dartmouth* (p. 58) every 1/4 hr. from the *Ferry Slip* (Pl. E, 4; fare 5 c.).

Amusements. *Academy of Music* (Pl. D, 4), Barrington St.; *Orpheus Hall* (concerts, etc.), Granville St.; *Nickel, King Edward, Empire* (moving pictures). — *Arena Skating Rink*, Louisburg St. (Pl. C, 2, 3; military concerts); *Curling Rink*, Tower Road; *Garrison Cricket Ground*, Sackville St.; *Wanderers' Amateur Athletic Association*, see p. 57; *Studley Quoit Club*; *Golf Club*, South St. (Pl. C, 4). — Regattas held weekly in summer by the boating-clubs mentioned below. *Royal Nova Scotia Yacht Squadron*, at the end of Pleasant St.; *Waegwoltic Boat Club*, at the foot of Coburg Road (Pl. A, 3); *Lorne Amateur Aquatic Club*; *North West Arm Rowing Club*, at the foot of South St. (Pl. A, 4). Small boats may be hired at the *North Slip* (Pl. E, 2), at the *Ferry Slip* (Pl. E, 4), and at the *Jubilee Boat Club* (Pl. A, 2). — *Band Concerts* in the Public Gardens (see p. 57) and at *Green Bank* (entr. to Point Pleasant Park, p. 56). — *Anglers* should consult the pamphlet issued gratis by the Board of Trade (see p. 51).

Clubs. *Halifax Club* (Pl. 5; E, 4), 172 Hollis St.; *City Club* (Pl. 4; D, 4), 32 Barrington St.; *Saragway Country Club*, on the North West Arm (p. 59); *Micmac Country Club*, on the Sambro Road; *Royal Nova Scotia Yacht Squadron* (see above); *Waegwoltic Club* (see above).

United States Consul-General, Mr. E. N. Gunsaulus. — There are also French, Belgian, Italian, and other consular representatives.



0	100	200	300	400	500
Moles					

1	St Matthew's Church	D 4
2	Church of England Institute	D 4
3		
4	Civic Club	D 4
5	Halders Club	E 4
6	Provincial Building	E 4
7		
8	South African Monument	E 4
9	Joseph Bove Monument	E 4

Post Office (Pl. E. 4). Hollis St., corner of George St.

Information Bureau. Visitors desiring information about the city and province are invited to call at the rooms of the *Board of Trade*, 231 Hollis St.

Halifax, the capital and largest city of Nova Scotia, with (1921) 70,203 inhab. (46,619 in 1911; one third Roman Catholics), is beautifully situated on the S. E. coast of the province, in $44^{\circ} 59' 22''$ N. lat. and $63^{\circ} 35' 30''$ W. long., on the E. slope of a small rocky peninsula, enclosed by its splendid harbour (see p. 56), *Bedford Basin* (p. 58), and the so-called *N. W. Arm* (p. 59). It is the chief naval and military headquarters of British North America and was long the only garrison of British regular troops in Canada. The military command of the city was taken over by the Dominion Government in 1905-6, and the garrison now consists of Canadian troops. The formidable fortifications of the town and harbour have won for it the name of the 'Grenstadt of America' (see p. 53). Halifax is also the seat of the Roman Catholic Archbishop of Halifax and the Anglican Bishop of Nova Scotia. Its position as the chief winter-harbour of Canada, wherein it is closely followed by St. John (see p. 28), as the nearest American port to Great Britain (2170 M. to Cape Clear), and as the E. terminus of the Canadian railway-system makes it of great commercial importance; and it also carries on various manufactures (see p. 52). The proximity of the coal-fields of Nova Scotia and Cape Breton makes it an invaluable coaling-station for the British fleet, while its fisheries are also very extensive.

The city, which covers an area $3\frac{1}{2}$ M. long by 2 M. wide, is laid out with considerable regularity and shows signs of continual improvement in every respect. *Hollis Street*, *Granville Street*, and *Barrington Street*, the chief business-thoroughfares, are lined for the most part by substantial buildings; and some of the chief residence-streets, with their shady avenues, are very attractive. The great beauty of the situation and environment, moreover, entirely outweighs any defects in detail. The characteristics of the social life of what claims to be 'the most British city in America' have been largely influenced by the fact that it was so long a British military and naval centre. Halifax is said to be one of the richest, as it is one of the most charitable, cities of its size on the Continent. The climate is healthy and not so extreme as that of inland points on the same parallel (range from -10° to $+90^{\circ}$ Fahr.). The mean temperature of Jan. is 22° Fahr. and that of Aug. 65° . The annual average precipitation is about 56 inches.

History. The fact that the safe *Bay of Chebucto* (Micmac for 'chief haven') was the American rendezvous of the ill-fated expedition of D'Anville in 1746 led to the demand of the Massachusetts colonists that a point of such strategic importance should be occupied by Imperial forces. The British Lords of Trade saw the wisdom of acceding to this request and accordingly sent out a body of 2376 emigrants, under the *Hon. Edward Cornwallis*, Governor of Nova Scotia, who landed in June, 1749, and gave the name of *Halifax* to the new settlement in honour of the Earl of Halifax, then President of the Board of Trade and Plantations. In spite of the nominal submission of the Acadians and Indians, these allies for a time did all in their power to harass the infant colony;

and in 1751 the savages destroyed the village of Dartmouth (p. 58), which had been planted on the other side of the bay. In 1751-2 about 500 Germans were added to the population (comp. p. 58). Halifax grew steadily in importance as a naval station: it was the rendezvous of the powerful fleet and army that captured Louisbourg in 1758 (see p. 70) and also of Wolfe's armament both before and after the siege of Quebec (1759). During the American Revolution, Halifax was one of the chief bases of operation against the revolting Colonies, and the war of 1812-13 also brought considerable benefit to the town. During the American Civil War, Halifax Harbour was the starting-point of numerous blockade-runners, and many of its citizens are said to have laid the foundations of their fortunes at this time. In 1917 (Dec. 6th) the collision of a French vessel carrying a large cargo of powerful explosives caused an appalling explosion which devastated the N. part of the city (ca. 2 sq. M.) and part of the neighbouring town of Dartmouth (p. 58), whereby about 1500 lives were lost and property to the value of over \$ 40,000,000 was destroyed. — The population of Halifax was estimated at 5000 a few years after its foundation, but afterwards sank to 200, through the attraction exercised on the citizens by the New England colonies. At the close of the American Revolutionary War the population rose to 12,000, but it was not much more than a third of this seven years later. During the 19th century the growth was steady though comparatively slow. The population rose from 14,422 in 1838 and 20,749 in 1851 to 25,126 in 1861, to 29,582 in 1871, to 36,100 in 1881, to 38,556 in 1891, and to 40,882 in 1901. — The *Halifax Gazette*, established in 1752, was the first Canadian newspaper.

Industry and Commerce. The chief imports at Halifax are manufactured articles from England, produce from the United States, and sugar and molasses from the West Indies. The exports include dried fish, lobsters, lumber, apples, agricultural and dairy produce, whale and seal oil, and furs. The total value of its exports in the year ending March 31st, 1920, was \$ 54,562,947 and of its imports \$ 20,532,135. In 1917 the port was entered and cleared by 2641 sea-going vessels of a tonnage of 4,740,389 (including 1101 British vessels of 3,788,474 tons). — The industries of Halifax include shipbuilding, iron-founding, sugar-refining, and the manufacture of machinery, agricultural implements, cotton and woollen goods, paper, musical instruments, gun-powder, tobacco, soap, candles, brushes, paint, chocolate, spices, and moving picture films.

The Province of Nova Scotia, of which Halifax is the capital, has an extreme length of 360 M., with an average breadth of about 65 M. Its area is 21,428 sq. M., equal to more than two-thirds of that of Scotland. The province, which consists of the peninsula of Nova Scotia proper and of the large island of Cape Breton (p. 62), is almost wholly surrounded by water, being connected with the mainland (New Brunswick) by the low isthmus of the *Chignecto Peninsula* (p. 84), about 15 M. wide. No part of Nova Scotia is more than 30 M. distant from the coast. The surface is considerably varied in contour, reaching its highest altitude in Ingonish Mt. (p. 69). The chief features are the Cobequid Hills (p. 83) and other ridges running parallel with the length of the peninsula. The coast-line towards the Atlantic is indented by numerous bays, containing many good harbours, and fringed with thousands of rocks and islets. On the W. side it is more even. The E. or seaward side of Nova Scotia is for the most part barren and rocky; the best lands, such as the fruitful Annapolis Valley (p. 74), are on the side nearest the mainland. About one-sixth of the entire area is in crops or under pasturage. Wheat, oats, and fruit (especially apples) are among the chief products of the soil. Cattle-rearing and dairy-farming are also carried on. Lumbering is less important than formerly, owing to the exhaustion of the best timber. The volume of manufactures has increased materially in recent years, amounting in 1918 to \$ 93,411,000. The mineral wealth of the province is great, including coal-fields to the extent of 725 sq. M. (comp. pp. 69, 84, 60), which in 1920 yielded 5,681,970 tons of coal (37% of the whole Canadian output) or an increase of 633,213 tons over 1919. Other minerals produced are iron, gypsum, antimony, and gold.

The fisheries of Nova Scotia (comp. p. 62), employing about 80,000 men, are the most extensive in the Dominion. The total market value of fish caught in 1920, chiefly cod, lobsters, mackerel, herring, and haddock, was \$13,890,000. The grant by the Dominion Government of subsidies for fast freight service with cold storage cars has opened the markets of Ontario and Western Canada to Nova Scotia fish. The available water-power of the province has been estimated at approximately 30,000 horse-power. The population of the province in 1921 was 524,579, showing an increase of 6½ per cent of that of 1911 (492,388). The bulk of the population consists, in nearly equal proportions, of persons of English and Scottish descent, after whom come the Irish, French, and Germans. The Indian population numbered 2031 in 1917.

Nova Scotia, discovered by John Cabot in 1497, was originally colonized by the French, whose first settlement was made in 1605 (comp. pp. xxiii. 75). Along with New Brunswick and Prince Edward Island, it was included under the name of *Acadia* (*l'Acadie* or *La Cadie*), a name derived from a Micmac word 'akade', indicating 'abundance'. The exact scope of this title, however, was hotly disputed when Acadia was ceded to the English (see p. 84). The name of Nova Scotia first appears in a charter granted by James I. to Sir William Alexander in 1621. The present French inhabitants of the province are descendants of the original French settlers, most of whom, however, were expelled in 1755 (comp. p. 73). Among other outstanding events in the history of the province are the two sieges of Louisbourg (1745 and 1758; see p. 70), the foundation of Halifax in 1749 (p. 51), and the immigration of the United Empire Loyalists about 1781 (comp. p. 79). Prince Edward Island was separated from Nova Scotia in 1770, and New Brunswick in 1784. In 1848 the province was granted a responsible government. Nova Scotia was one of the four provinces which originally joined in the Confederation of 1867 (comp. p. xxvi).

Comp. 'Nova Scotia: the Province that has been passed on', by G. Beckles Willson (London, 1911; 10s. 6d.), and 'A Historical and Statistical Account of Nova Scotia' and 'History of Nova Scotia', by T. C. Haliburton (comp. p. 72).

The most conspicuous single feature in Halifax is undoubtedly the ***Citadel** (Pl. D, 3), which occupies the crown of the peninsula, 255 ft. above the sea; and tourists cannot better begin their visitation of the city than by seeking the view which this elevated site commands. Those who start from either of the two chief hotels in Hollis St. reach the citadel most directly by ascending *Sackville Street* (Pl. D, 4), near the head of which, to the right, at the corner of Brunswick St., stands *Halifax County Academy or High School* (Pl. D, 4), a large and handsome building in red brick. Opposite, and adjoining each other, are the extensive *Barracks of the Royal Canadian Engineers and Artillery* (Pl. D, 4). Strangers are usually allowed to enter the citadel on application at the guard-house (gratuity to guide, for 1-2 pers. ea. 25c.; no cameras allowed). A good idea of its strength may be obtained by an external survey of its glacis, its deep moat, its heavily-armed bastions, and its massive masonry. On the slope below the entrance is a small structure erected as a *Town Clock*, and now occupied by Government.

The original defences of Halifax consisted of a wooden palisade and block-houses, the lines of which are roughly indicated by the present Salter, Barrington, and Jacob Sts. (comp. Pl. D, E, 3, 4). A systematic reconstruction of the entire series of fortifications was begun at the time of the Revolutionary War. Citadel Hill seems to have been first regularly fortified about 1778, but the nucleus of the present fortress is due to the Duke of Kent (pp. 58, 98, 161), who was Commander of the Garrison in 1794-7,

while almost every subsequent year has seen alterations and additions. The Imperial garrison of Halifax usually amounted to about 2000 men.

The *View from outside the S. E. bastion includes the central part of the city; the beautiful harbour, with its shipping and fortified islands (comp. p. 56); the town of Dartmouth (p. 58), on the opposite side of the harbour, with its large Insane Hospital; the fortifications at the mouth of the harbour; and the distant ocean beyond. By walking round the outside of the ramparts, we may survey every part of the city in turn, backed by the North West Arm (p. 59) towards the W. and by Bedford Basin (p. 58) towards the N. At the S. W. base of the Citadel Hill lie the Public Gardens (p. 57) and the Athletic Grounds of the Wanderers' Club (p. 57); to the W. is the Common (p. 57).

From the Citadel we may now return to Hollis St. viâ *Buckingham Street* (Pl. E, 3), noticing the *Glacis* or *Pavilion Barracks* (Pl. D, E, 3), at the N. end of the glacis, with the quarters for the married men. Following *HOLLIS STREET* (Pl. D, E, 4, 5), with its banks, insurance-offices, and shops, towards the S. (right), we soon reach (left) the **Dominion Building**, a substantial pile of grey freestone on a granite basement, containing the *Post Office* (Pl. E, 4). Just below the Dominion Building, at the corner of Bedford Row and Market St., is the *Custom House* (Pl. E, 4), a handsome structure of native freestone.

Nearly opposite the Dominion Building stands the ***Provincial Parliament Building** (Pl. G; E, 4), a sombre but somewhat imposing stone building, finished in 1818 and surrounded by a small tree-planted square. The Legislature generally meets in February.

At the S. end of the building is the *Chamber of the Legislative Council*, with portraits of George II. and Queen Caroline, George III. and Queen Charlotte, William IV., Sir Thomas Strange (by *Benj. West*). Judge Haliburton ('Sam Slick'; p. 72), Sir W. Fenwick Williams (see p. 77), and Sir John Inglis (a native of Halifax; comp. p. 72), the defender of Lucknow. Here also is a tablet to the memory of John Cabot (d. ca. 1498). — The *House of Assembly*, at the N. end, has portraits of Joseph Howe (see below) and J. W. Johnston. — The *Library*, in the centre of the building, contains a good collection of books relating to Nova Scotia and some interesting MS. records. — In the small *Council Chamber* is the table round which Cornwallis and his associates assembled when holding the first meeting of the new Council of Nova Scotia on board the 'Beaufort' (July 14th, 1749; comp. p. 51).

To the N. of the Parliament Building is the *South African Memorial* (Pl. 8; E, 4), commemorating Nova Scotians who fell in the Boer War (1899-1902). In a corresponding position to the S. is a *Statue of Joseph Howe* (1804-73; Pl. 9, E 4), 'journalist, orator, poet, statesman, prophet, patriot, Briton'.

A little farther along Hollis St., to the right, is the substantial home of the *Halifax Club* (p. 50), while on the opposite side of the way, in the next block, are the *Queen* and *Halifax Hotels* (p. 50). To the right, near Bishop St., are the grounds of **Government House** (Pl. D, 4; 1800-5), the residence of the Lieutenant-Governor, the front of which faces Pleasant Street.

About $\frac{1}{4}$ M. farther on, Hollis St. ends near the large *South* or *Union Railway Station* (Pl. D, 5; see p. 50), erected at a cost of \$1,000,000 on the site of the former Engineer's Yard. In the meantime

we may turn to the right and follow PLEASANT STREET (Pl. D, 5) back towards the centre of the city. To the left lie the *Presbyterian Ladies' College* and the *Waverley Hotel* (Pl. c. D 5; p. 50). A little farther on, to the right, is *Government House* (p. 54), opposite which is *St. Paul's Old Churchyard* (Pl. D, 4), with a monument, surmounted by a carved lion, to the memory of two Nova Scotian officers killed in the Crimea. *St. Matthew's Presbyterian Church* (Pl. 1; D, 4), to the right, has a lofty spire. It is adjoined by the *Brigade Office* and the *Academy of Music* (Pl. D, 4; p. 50). Opposite the last is the *Glebe House*, the residence of the clergy of the adjacent *St. Mary's Cathedral* (Pl. D, 4; R. C.), in Spring Garden Road, the most conspicuous ecclesiastical edifice in Halifax, with an elaborate granite façade and a tall white spire. The interior is decorated with painting and gilding.

Spring Garden Road (Pl. C, D, 4) leads to the W. from this point, passing the *Court House* (Pl. D, 4), with the *County Jail* behind it; *Bellvue House*, the official residence of the Commander-in-Chief, at the corner of Queen St. (Pl. D, 4); and the *First Baptist Church* (Pl. D, 4). Farther up it skirts the *Public Gardens* (p. 57).

Beyond the *Court House*, in *Spring Garden Road* is the *Nova Scotia College Technical School* (1907), in which is the *Provincial Museum* (open free on week-days, 10-4), containing specimens illustrating the zoology, botany, and mineralogy of Nova Scotia, Indian relics, historical relics, and a few portraits. A gilt pyramid represents the amount of gold produced by the province in 1862-63 (value \$ 10 - 80,900).

Pleasant St. now changes its name to BARRINGTON STREET (Pl. D, E, 4, 3). To the right diverges *Salter St.*, with the *Masonic Hall*. To the right, beyond *Salter St.* is the handsome new building of the *Young Men's Christian Association*. To the left are the *City Club* (No. 32; Pl. 4, D 4; p. 50) and the *Church of England Institute* (Pl. 2; D, 4). We then cross *Sackville St.* (p. 53), pass the *St. Paul Building*, and soon reach the *Grand Parade*, occupying a terraced site buttressed by a wall of massive masonry. At the S. end of the *Parade* stands *St. Paul's Church* (Pl. E, 4), the oldest church in Canada, a large wooden structure, built in 1750 (the year after the foundation of Halifax) on the model of *St. Peter's, Vere St., London*.

Strangers should visit the interior of this old church for the sake of its interesting collection of mural tablets and monuments to the memory of distinguished Haligonians, Nova Scotians, and others. In the E. gallery is that of *Baron de Seitz*, a Hessian officer who died here in 1778 and was buried in *St. Paul's* in full regimentals.

At the opposite end of the *Parade* stands the handsome *City Hall* (Pl. E, 3, 4), occupying the site of the original building of *Dalhousie College* (p. 57).

Granville Street (Pl. E, 4), parallel to and between *Hollis St.* and *Barrington St.*, is one of the chief business-streets of Halifax and contains some important shops, newspaper-offices, etc.

Lower Water Street (Pl. D, E, 5, 4), beginning at the *South Station* (p. 54), and *Upper Water Street* (Pl. E, 3) skirt the water-

side, with its innumerable docks, wharves, and warehouses. The *Green Market*, held at the corner of George St. on Sat. morning, should be visited. The French Acadian, the native Micmac, and the dusky African, selling their wares here, combine to make a scene full of colour and interest. At the point where Lower Water St. ends and Upper Water St. begins extends *Ordnance Yard* (Pl. E, 3), with its large stores of guns, ammunition, and other warlike material. — We now pass on to Lockman Street; to the right is the *Long or Railway Wharf*, and a *Grain Elevator* (Pl. E, 2), with a capacity of 500,000 bushels. A little farther on is the *Dockyard* (Pl. E, 1, 2; strangers usually admitted on application; small gratuity; no cameras allowed), 161½ acres in extent, founded in 1758 and surrounded by a high stone wall. It contains extensive storehouses, machine-shops, magazines, and a wireless station, and all the usual appliances of a first-class dockyard. The *Hospital Yard*, with the *Marine Hospital* (Pl. E, 2), practically forms part of the Dockyard. — A little farther to the N., to the right of Campbell Road (beyond Pl. E, 1), is the huge *Dry Dock*, 610 ft. long and 102 ft. wide, constructed at a cost of \$1,000,000.

The **Harbour* (Pl. C-E, 1-7), 6 M. long, with an average width of 1 M., affords excellent deep-water anchorage at all states of the tide and is effectively sheltered by Macnab and George Islands (see below). On the N. it communicates with *Bedford Basin* (p. 58) by a deep channel known as the *Narrows*. The harbour is usually alive with all kinds of shipping, and on a bright day presents a picturesque sight. Extensive improvements in shipping facilities, including a quay wall, 6650 ft. in length, and an elaborate system of docks, are now in course of construction, at an estimated cost of \$35,000,000. Halifax is frequently visited by British men-of-war during the summer (visitors admitted). The harbour-fortifications are of immense strength. *Fort Charlotte*, on the green and inoffensive-looking *George Island* (Pl. E, 5, 6), is, under modern conditions of warfare, a more formidable fort than the citadel itself. It interlaces its fire with *Fort Clarence* (p. 58), on the opposite shore. On *Macnab Island*, at the mouth of the harbour, is *Prince's Battery Fort*, which crosses its fire with that of *York Redoubt*, situated on a high bluff on the W. shore. On *Sambro Island*, off the mouth of the harbour, is *Fort Spion Kop*. There are other strong batteries in *Point Pleasant Park* (see below), while the entrance is further protected by an extensive system of submarine mines.

The **View of Halifax from the harbour* is in its own way as fine as that from the citadel and should be seen by every visitor (afternoon light best; sunsets often superb). The view may be enjoyed also from a small boat (see p. 50) or from the deck of the ferry steamer to Dartmouth (see p. 58) *Excursion steamers*, see p. 59.

The S. continuation of Pleasant St. (see p. 55) leads through the district of *Freshwater* to **Point Pleasant Park* (Pl. B, C, 6, 7; tramway to Green Bank, Pl. C 6), occupying the extremity of the penin-

sula on which the city lies and recalling in its location Stanley Park at Vancouver (p. 359). The park (160 acres) is traversed by numerous excellent roads and paths, and the drive round its outer margin commands exquisite views of the harbour and of the N. W. Arm (p. 59). Several masked batteries are concealed among its groves of pine and fir, and on the summit of the ridge is an old martello tower known as the *Prince of Wales' Tower* (Pl. B, 7).

We may leave the park by the *Young Avenue Entrance* (Pl. C, 6), with its handsome gates, and proceed via the shady *South Park Street* (Pl. C, 5, 4) to the Public Gardens, passing the *Cemetery of the Holy Cross* (Pl. C, D, 4, 5; with a chapel said to have been erected in one day), the *School for the Blind* (Pl. C, 4; adm. on Wed. afternoon), and the *Anglican Cathedral of All Saints* (Pl. C, 4).

The *Public Gardens* (Pl. C, D, 3, 4), about 16 acres in extent, and somewhat recalling the Boston Public Garden, deservedly form one of the chief sources of Haligonian pride, and present a highly attractive picture, with their beautiful shade-trees, well-trimmed sward, picturesque lake, and gay flower-beds. The show of flowers is especially brilliant in Aug. and the first half of September. A military band sometimes plays here in summer and illuminated evening-fêtes are held from time to time.

On the N. the Public Gardens are adjoined by the *Athletic Grounds of the Wanderers' Club* (Pl. D, 3), and beyond these stretches the COMMON (Pl. D, 2, 3), a piece of Government property. At the N. corner of the Common is a large *Drip Hell and Armoury* (Pl. D, 2), a massive turreted structure in Nova Scotia sandstone.

Farther to the N.W., at the corner of Windsor St. and Almond St., are the *Exhibition Grounds* (Pl. C, 1), where an agricultural and industrial fair is held every autumn.

To the S. of the Public Gardens stands the *Convent of the Sacred Heart* (Pl. C, 4), beyond which are the grounds containing the large *Poor Asylum* (Pl. C, 4) and the *Victoria General Hospital* (Pl. C, 4). — Spring Garden Road (p. 55), skirting the S. side of the Gardens, ends on the W. at Robie St., where are a *Methodist Church* (Pl. C, 4) and *St. Stephen's* or the *Bishop's Chapel* (Pl. C, 3).

A little to the S. of this point, in the block enclosed by Robie St., Morris St., Carlton St., and College St., stands *Dalhousie College* (Pl. C, 4), a large and handsome building of red brick, with a central tower, erected in 1836-7. [A new campus has been acquired, and new buildings will shortly be erected.] The *Medical College Building* is in the adjoining block.

Dalhousie College and University was founded in 1821 by the Earl of Dalhousie, then Governor-General of Canada. The original endowment was derived from funds collected at the port of Castine, in Maine, during its occupation by the British in 1812-14. Since then its endowments have been greatly increased by the liberality of *Mr. George Munro* (of New York), *Mr. Alexander McLeod*, *Sir William Young*, and other generous Nova Scotians. The present charter of the University, which is undenominational.

dates from 1863, with subsequent modifications. The original building of the college stood on the site of the City Hall (p. 55).

The University includes faculties of arts and science, law, medicine, and dentistry, and is attended by about 600 regular and special students. It is well appointed in every way and possesses excellent laboratories and a good law-library. The *Collection of Nova Scotia Birds*, including a specimen of the rare red duck (*Fuligula labradorica*), is of great interest. The valuable *Akins Collection* comprises books and pamphlets relating to the E. Provinces of British North America.

Gottingen Street (Pl. D, 3, 2, 1) leads towards the N. from Citadel Hill. Immediately to the right is the *Military Hospital* (Pl. D, 3), with the *Garrison Chapel* (Pl. E, 3) behind it. Farther out are the *Old Ladies' Home* (Pl. D, 2), the *Old Men's Home*, and the *Deaf and Dumb Asylum* (Pl. D, 2; r.). Still farther on, to the right, in pleasant grounds, lies *Admiralty House* (Pl. D, 1), formerly the residence of the Vice-Admiral in command of the station. Just beyond this, on the same side, are the large *Wellington Barracks* (Pl. D, E, 1). About $\frac{1}{4}$ M. farther on is a hill with the remains of *Fort Needham*.

We may vary our route in returning from this point by following *North Street* and *Brunswick Street* (Pl. E, 2, 3). The latter contains the *Old Dutch Church* (l.), a tiny edifice erected in 1755 for the use of the German Lutheran immigrants (p. 52). Nearer the centre of the town are *St. John's Presbyterian Church* (Pl. E, 2; r.), *St. George's Church* or the *Round Church* (Pl. E, 2; r.), *St. Patrick's Church* (Pl. E, 2; l.; R. C.), and the *Universalist and Methodist Churches* (Pl. E, 3). — A little farther to the S. is a large *Public Market*.

Environs of Halifax.

One of the favourite drives from Halifax is that along the beautiful *Bedford Basin*, a land-locked bay, to (9 M.) *Bedford* (p. 82). To the right, just beyond *Rockingham* (p. 82), we pass (5 M.) the site of the *Prince's Lodge*, the residence of the Duke of Kent (p. 53). This drive may be continued entirely round Bedford Basin (25 M.), following a beautiful chain of lakes to Dartmouth (see below) and crossing thence to the city by ferry. — Another drive leads to the *Dutch Village* and the (3 M.) *Dingle*, at the head of the N.W. Arm. About 4 M. beyond the Dingle, on the road to *St. Margaret's Bay*, is the *Rocking Stone*, a huge mass of granite weighing 160 tons, which can be easily moved by a small wooden lever. — The *Chain Lakes*, the source of the water-supply of Halifax, lie 3 M. to the S.W.

Dartmouth (*Thorndyke, Waverley Ho.*, both \$2), an industrial town with (1921) 7901 inhab., on the E. side of Halifax Harbour, is reached from Halifax by ferry-steamers (see p. 50). [It may also be reached by railway, viâ Windsor Junction, in $\frac{1}{2}$ hr. (see p. 82).] The town, to some extent rebuilt after the explosion of Halifax (comp. p. 52), possesses a large sugar-refinery, rope-walks, a marine railway, a skate-factory, and an extensive oil-refinery. About $\frac{1}{2}$ M. to the South, on a height overlooking the harbour, is the large *Nova Scotia Insane Hospital*. Farther on lies *Fort Clarence* (comp. p. 56), commanding the entrance to the *Eastern Passage* between Macnab Island and the E. shore, a narrow channel with numerous shoals, supposed to be impassable for large vessels until the Confederate steamer 'Tallahassee' proved the contrary by making her escape through it in 1862. A pleasant drive may be enjoyed among the lakes of the N. of Dartmouth, a favourite skating-resort in winter. About 4 M. to the N. of Dartmouth are the *Waverley Gold Mines*. — *Cow Bay*, 7 M. to the S.E. of Dartmouth, has a fine beach and is resorted to for sea-bathing (good surf).

Dartmouth is also the starting-point of a C.N.R. line which runs towards the E. along the shore via (15 M.) *Lawrenceville* (McDonald's, \$2½) and (30 M.) *Chesapeake* (Hotel, from \$2½) to (37 M.) *Musquodoboit Harbour*, where it turns N. and ascends the fertile *Musquodoboit Valley* to (70 M.) *Stewart* (Stewart, \$2).

Small *Excursion Steamers* ply daily in the harbour in summer (fare 50c.), passing *Macnab Island* (p. 58), a favourite picnic-resort, with a sandy beach, a lighthouse, a fort, and a rifle-range. — From *Macnab Island* the steamers go on up the *North West Arm* (Pl. A. 2-7; hotel, see p. 50), formerly called the *Sandwich River*, a charming sheet of water, about 3½ M. long and ¼ M. wide. Its Indian name is *Wagmootic* ('end of the bay'). On its N.E. shore lie many of the most attractive summer-residences of Halifax. At its head lies *McLellan Island*, with the military prison in which American prisoners-of-war were confined in 1812. The Arm is a favourite boating resort and also affords some fishing. *Public Baths* are here and also on the Bedford Basin side of the peninsula.

From *Halifax* to *Braceville* and *Yarmouth*, see R. 21; to *Windsor*, *Annapolis*, and *St. John*, see R. 22a; to *Moncton* and *Quebec*, see R. 24; to *Cape Breton*, by railway and steamer, see R. 19; to *Prince Edward Island*, see R. 25; to *Newfoundland*, see R. 26; to *St. Pierre* and *Miquelon*, see R. 27; to *Boston* by steamer, see R. 7c.

19. From Halifax to Sydney. Cape Breton.

Bras d'Or Lakes. Luisburg.

a. By Railway.

288 M. CANADIAN NATIONAL RAILWAYS in 13 hrs. (fare \$9.10). Passengers for *Pictou* and *Prince Edward Island* (R. 25) diverge at *Stellarton* (see below). Travellers are strongly recommended to arrange their plans so as to make the part of the trip between *Mdgrave* and *Sydney* by steamer through the *Bras d'Or Lakes*, either in going or returning. The railway-company does not profess to make connection with the steamers, but it is often possible to catch the boats (p. 61). — Dining-cars are attached to the day express train from *Halifax* to *Antigonish*, and there is a buffet-service on the night train, for supper only.

From *Halifax* to (64 M.) *Truro*, see R. 24. The line to *Sydney* here diverges to the right (N.E.) from that to *Moncton* (for *St. John* and *Quebec*, RR. 20c. 24) and ascends the wide valley of the *Salmon River*, which flows to the left between picturesque banks of red sandstone. About 4½ M. beyond (69 M.) *Salmon Siding* the line quits the river and follows the *Black River*. 77 M. *Riversdale* (314 ft.). 93 M. *Glengarry*; 99 M. *Hopewell* (206 ft.), with a small spool-factory and a woollen-mill. — 101 M. *Ferrona Junction* (129 ft.), for a line to (12 M.) *Sunnybrae* (267 ft.).

A little farther on we reach the *East River* (right), which we follow to (105 M.) *Stellarton* (58 ft.; Ora, \$3; Kenwood, \$2), a prosperous mining and manufacturing town with 3362 inhab., depending mainly on the *Albion Coal Mines* (comp. p. 60).

Stellarton is the junction of the branch to (10 M.) *Pictou Landing*, a coal-shipping port, via (2 M.) *New Glasgow* (p. 60) and (4 M.) *Trenton*. With the last two places, as well as with *Westville* (p. 60), *Stellarton* is also connected by an electric railway.

Beyond *Stellarton* the train continues to follow the W. bank of the *East River* which it soon crosses to —

107 M. *New Glasgow* (29 ft.; *Norfolk*, from \$ 3½; *Vendome*, from \$ 3; *Parker Ho.* \$ 3), a thriving town of 8000 inhab., on the *East River*, with coal-mines, iron and steel works, ship-building yards, car-shops, and glass-works. Iron, coal, and lime all occur in the district in convenient proximity.

About 2 M. from *New Glasgow* (station on the railway to *Pictou Landing*, see p. 59) are the interesting works of the *Nova Scotia Steel & Coal Co.* (comp. pp. 69, 121), with open-hearth converters, fine rolling-mills, steam-hammers, etc. Including those in its iron-works, coal-mines, and glass-works, the company employs about 1200 men. In 1893 the first steel steamer of *Nova Scotia* was constructed and equipped at *New Glasgow*, these works supplying her shaft and other castings. — Among the coal-mines of the neighbourhood may be mentioned the *Drummond Pit*, near *Westville* (see below), which is entered by a slope 500 ft. long. Its winding-engine (500 horse-power) will interest experts. — *Thorburn* (pop. 1700), about 5 M. to the E. of *New Glasgow* (railway), is another coal-mining place. — The rusty line running to the *Albion Mines* (p. 59) is the oldest railway in *America*, and its original locomotive, the 'Samson', is still preserved. — An excellent view of the town and district, extending to *Prince Edward Island*, is obtained from *Fraser's Mt.*, the top of which is about 1½ M. from the town by road. — A small steamer plies down the *East River* (which is tidal to a point some distance above *New Glasgow*) to (10 M.) *Pictou* (see below), affording a very pleasant trip.

FROM *NEW GLASGOW* TO *PICTOU*. 16 M., railway in 1 hr. — This line diverges from the main line at (2 M.) *Stellarton* (p. 59) whence it runs to the W. Beyond (5 M.) *Westville* (*Westville Hotel*, \$ 2; pop. 4547), with its coal-mines (see above), it crosses the *Middle River*, affording a distant view of *Pictou* to the right. At (10 M.) *Sylvester* the line turns to the right (N.) and skirts the *Middle River*. Beyond (13 M.) *Lochroom* it crosses *Pictou Harbour* by a long bridge (*View). At (14 M.) *Brown's Point* the line to *Oxford Junction* diverges to the left (see p. 83).

16 M. *Pictou* (*Wallace, Stanley*, \$ 3), the county town (pop. 3112 in 1921) of *Pictou* which is mainly peopled by Scotch. The town is picturesquely situated and has a large trade in coal and several manufactories. Of late years, however, it has been supplanted to some extent by *New Glasgow* (see above). Its excellent harbour, an inlet of *Northumberland Strait* (p. 98), opens above the town into three arms, receiving the waters of the *East*, *Middle*, and *West Rivers* (comp. above and p. 59). Immediately opposite lie the coal-wharves of *Pictou Landing* (p. 59). *Pictou* affords excellent bathing, boating, and fishing. The principal building of the town is the *Pictou Academy* (200 students), founded in 1818 on the model of *Edinburgh University*. It stands near the highest part of the town and commands a fine view. Among the graduates were Sir *William Dawson* (born at *Pictou* in 1820; see p. 142) and *Principal Grant*. A lobster-hatchery here turns out about 150 million young lobsters every year. There is a wireless station. *Pictou*, which occupies the site of an ancient Indian village, was settled in 1763 by a colony of *Philadelphians*, but made no great progress till 10 years later, when the first of several bands of *Scottish Highlanders* arrived. It is one of the chief centres of the legends of the *Micmac* demigod *Glooscap* (comp. p. 74). — The *Pictou Coal Field* covers an area of about 30-40 sq. M. and is noted for the unusual development of some of its beds. The 16 seams known vary in thickness from 3 ft. to 38 ft. The coal is well adapted for steam and metallurgical purposes. There are nearly 3000 men employed, and the yearly output amounts to 700,000 tons.

Steamers from *Pictou* to *Prince Edward Island* (*Charlottetown*, *Georgetown*), see R. 25. — Steamers also ply from *Pictou* to the *Magdalen Islands* (see p. 103), calling at *Georgetown* (p. 102) and *Souris* (p. 102); to *Cheticamp* (p. 63), calling at *Port Hood*, *Mabou Mouth*, *Margaree* (p. 66), and *Pleasant Bay*; and to *Murray Harbour* (p. 102).

Railway from *Pictou* to *Oxford Junction*, see p. 83.

Beyond New Glasgow we traverse a somewhat uninteresting district. We cross the *Sutherland River* and the *French River* before reaching (121 M.) *Merigonish*, where we have a view to the left of *Merigonish Harbour*, with its irregular shore-line and several islands. The line then ascends to the top of a ridge, affording a view of *Piedmont Valley* (left), with retrospects (also to the left) of *Northumberland Strait* (p. 49). Beyond the highest point (420 ft.), near (129 M.) *Arundale*, we descend rapidly to (131 M.) *Barney River* (183 ft.). 135 M. *Marshy Hope* (373 ft.); 143 M. *Brierly Brook*.

A little farther on we come in sight (r.) of the attractive little town of (149 M.) *Antigonish* (accent on the last syllable; 20 ft.; *Royal George*, \$ 3 $\frac{1}{2}$; *Merrimac*, \$ 3), with the large and handsome Roman Catholic *Cathedral of St. Ninian*, the *College of St. Francis Xavier* (240 students), a Roman Catholic institution, founded in 1855, to which is affiliated *St. Bernard's Ladies' College*. The town lies at the head of a picturesque inlet of *St. George's Bay* and contains (1911) 1787 inhab., mostly of Highland blood, some of whom still speak Gaelic. It carries on a trade with Newfoundland and is the distributing-centre of a fine farming and dairy district. Many pleasant drives and walks may be taken in the neighbourhood.

The *Antigonish Mts.*, in the *Arisaig Peninsula*, to the N.W. of Antigonish, reach a height of 1000 ft. and afford good views. The coast-village of *Arisaig*, with its long wooden pier, is a genuinely Highland colony. *Cape St. George*, forming the extremity of the peninsula, bears a powerful lighthouse. — About 5 M. to the S.W. of Antigonish is *Gaspereau Lake*. — Coaches run daily from Antigonish, viâ *College Lake* and *Lo-haber*, to (35 M.) *Sherbrooke*, at the mouth of the *St. Mary's River*, 12 M. from the Atlantic Ocean and the headquarters for a fine fishing-district. A little gold-mining also is carried on near Sherbrooke.

To the left, as we leave Antigonish, rises the *Sugar Loaf* (760 ft.), a fine point of view. We cross the *West River* and skirt the harbour. 158 M. *Pomquet*, with its harbour (l.). 161 M. *Heatherton*.

From Heatherton a coach runs daily to (6 M.) *Guyaboro* (Grant's Hotel, from \$ 2), a fishing town (pop. 1400), prettily situated near the head of *Chedabucto Bay*, also reached by steamer from *Mulgrave* (see below) and from *Halifax* (p. 50).

Beyond (165 M.) *Afton* we have (l.) views of the blue *St. George's Bay*. 169 M. *Tracadie*, an Acadian settlement with a small harbour, contains a Trappist monastery and a convent of Sisters of Charity. 177 M. *Harbour au Bouche* (271 ft.), another Acadian settlement. We come in sight of the *Strait of Canso* (see p. 64; left) near *Cape Porcupine* (640 ft.). We skirt the strait for a few miles, with views of Port Hastings (p. 62) and Port Hawkesbury (p. 62) on its opposite side, and reach —

187 M. *Mulgrave* or *Port Mulgrave* (*Seaside Hotel*, \$ 3 $\frac{1}{2}$; *Connaught Ho.*, \$ 2 $\frac{1}{2}$), a small port (pop. 945) on the Strait of Canso, across which a ferry runs to *Port Hawkesbury* (p. 62). Good bathing and fair fishing may be had in the vicinity.

Steamers ply daily from *Mulgrave* to *Guyaboro* (see above) and *Canso* (p. 64), 3 times weekly to *Arichat* (p. 65), and weekly to *Port Hood* (p. 63), *Margaree* (p. 66), and *Cheticamp* (p. 63).

After stopping at Mulgrave station the train backs down to the wharf, whence a ferry-boat conveys it across the Strait of Canso, here ca. $\frac{3}{4}$ M. wide, to (10 min.) the pier of (187 M.) *Point Tupper* (Revere Ho.), where we reach **Cape Breton**. Here another engine is attached to the train for the run to Sydney.

It has been proposed to span the Strait of Canso by a huge cantilever bridge; but the realization of this project is still in the dim future.

The island of **Cape Breton**, forming the N.E. part of the province of Nova Scotia (comp. p. 52), is about 100 M. long and 80 M. wide (area ca. 3600 sq. M.) and in 1911 contained 122,084 inhab., nearly all of Scottish Highland descent, except about 15,000 French Acadians in or near *Isle Madame* (p. 65) and on the N.W. coast. There are also about 600 Mi'kmaq Indians (p. 90). The entire centre of Cape Breton is occupied by a landlocked and almost tideless arm of the sea known as the *Bras d'Or Lakes* (see p. 65), which opens to the N.E. by two narrow passages (see p. 67). Indeed, since the narrow isthmus of St. Peter's has been pierced by a canal (see p. 65), Cape Breton may be said to consist of two islands. The rocks of the carboniferous system cover about one-half of the total area of Cape Breton, and its great wealth consists in its extensive and valuable deposits of coal (comp. pp. 69, 63). Large deposits of gypsum also have been found, and copper is mined near Sydney. The fisheries employ about 10,000 men and have an annual catch valued at \$1,500,000. The chief attractions of Cape Breton to the tourist are its delightful summer-climate and the scenery of the *Bras d'Or Lakes*, which, while not especially striking, has a charm of its own that will hardly fail to make itself felt. Many will find an additional attraction in the site of the fortress of *Louisburg* (p. 70), the scene of such desperate struggles for the mastery of the New World.

The name of the island is taken from that of its E. cape (p. 69), which was probably so called in honour of its Breton discoverers, though some attribute the discovery to the Basque fishermen and find the real prototype in a Cape Breton on the S.W. coast of France, near Bayonne. However that may be, the name, which is probably the oldest French name in American geography, seems to have been affixed to the cape early in the 16th cent., while there is no record of the date of its extension to the island. Cape Breton was included in a general way in the 'Acadia' of French Canada, but, save in connection with settlements made by *Nicholas Denys, Sieur de Fronsac* (see p. 65), its name scarcely appears in the history of the 17th century. The peace of Utrecht (1713), however, called it into new importance. A few Acadians, from the parts of New France that had been ceded to England, were induced to migrate to Cape Breton, which the French renamed *Isle Royale*, while the former Governor of Newfoundland transferred his headquarters to the fine harbour where was soon commenced the powerful fortress of *Louisburg* (see p. 70). On the final conquest of Canada by the British, Cape Breton was annexed to Nova Scotia, but from 1784 to 1820 it formed a separate province, with Sydney (p. 67) as its capital.

Students should consult the 'Historical and Descriptive Account of the Island of Cape Breton', by *Sir J. G. Bourinot* (Montreal; 1892). 'Cape Breton at the beginning of the 20th Century', by *C. W. Vernon* (Toronto; 1903), gives good scenic descriptions and accounts of natural resources.

FROM POINT TUPPER TO ST. PETER'S, 31 M., in $1\frac{3}{4}$ hr. (fare \$ 1.25). This line runs to the S.E., passing (8 M.) *Chapel Road*, (10 M.) *Evanston*, (12 M.) *Basin Road*, (19 M.) *Grand Anse*, the station for *Isle Madame* (p. 65), and (25 M.) *Sporting Mountain*. — 31 M. *St. Peter's*, see p. 65.

FROM POINT TUPPER TO INVERNESS, 62 M., by the *Inverness Railway & Coal Co.*, in $3\frac{1}{2}$ hrs. This line, chiefly used for the transport of coal, runs to the N. along the coast. — 1 M. *Port Hawkesbury* (*Farquhar*, \$ $2\frac{1}{2}$; *American Ho.*, \$ 2; *U. S. Cons. Agent*), a village with a good harbour and a splendid view of the straits, is connected with Mulgrave by ferry and is called at by the Plant Line steamers (p. 64). 6 M. *Port Hastings*, opposite Cape

Porcupine (p. 61), a summer-resort with good walks and boating. 8 M. *Troy*; 12 M. *Creignish*; 16 M. *Creignmore*; 23 M. *Julique*; 27 M. *Catherine's Pond*. — 32 M. **Port Hood** (*McDonnell Ho.*, § 2: comp. p. 66), a small harbour with 1000 inhab. and coalmines. A hill at its N. end affords a fine view of Cape Mabou (N.), Cape St. George (W.), and (on a clear day) Prince Edward Island (W.). Steamers ply hence to *Pictou* (p. 60), *Mulgrave* (p. 61), *Canso* (p. 64), and *Pleasant Bay*. — The train now leaves the coast for a little. 37 M. *Glenora*, named after Scotland's ill-fated glen. At (44 M.) *Mabou* (*Cameron Ho.*, § 3: *Murray Ho.*: see p. 64), one of the loveliest spots on this coast, we cross the *Mabou River*. *Mabou Coal Mines*, $4\frac{1}{2}$ M. to the N.W., are reached by a branch-railway. — Near (47 M.) *Glendyer*, with its picturesque woods and gorges, we pass round the so-called *Snake Curve*. 56 M. *Strathcona*, the centre of a picturesque country, lies close to *Loch Ban*, the N.W. arm of *Lake Anzac* (p. 65). — 62 M. *Inverness* (*Imperial*, *Grand Central*, § 12), formerly called *Brail Cove*, is an important coal-mining town with 2952 inhab., a fine beach, and splendid bathing. The *Inverness Coal Field* extends for about 50 M. along the N.W. coast of the island and covers roughly 200 sq. M. The yearly output is ca. 300,000 tons. A drive may be taken to *Margaret Valley* (p. 66), 12 M. to the N.E., while on the coast, 35 M. to the N., is *Cheticamp*, a French fishing-settlement, with a conspicuous R. C. church and scenery rivalling that of Ingonish (p. 69). Steamer from *Cheticamp* to *Pictou* and intermediate ports; see p. 60; to *Mulgrave*, see p. 61.

Leaving the wharf at Point Tupper (see p. 62), the train for Sidney runs to the E., when after one mile the lines to St. Peter's and Inverness diverge to the right and left (comp. p. 62). The train then turns to the N. through a somewhat featureless district. Numerous small ponds are passed, some of which are 50-100 ft. deep; and here and there are the birch-lodges of Micmac Indians (p. 90). We cross *McDonald's Gulch*, near (200 M.) *West Bay Road* (214 ft.), by a steel trestle 90 ft. high and 940 ft. long. Beyond (208 M.) *River Denis* (comp. p. 65) we reach the bank of the **Great Bras d'Or Lake** (see p. 65), of which we have good views to the right. 216 M. *Orangedale*. — At (232 M.) *Iona* we reach *Barra Strait*, about 650 yds. wide, connecting the Great and the Little Bras d'Or Lakes, and cross it by a fine seven-spanned iron bridge to (233 M.) *Grand Narrows* (Rail. Restaurant), with the plain but comfortable little *Grand Narrows Hotel* (§ 3). Good boating, bathing, and fishing may be obtained here.

Steamer from *Iona* to *Baddeck*, see p. 64. The steamer of the Richmond Steamboat Co. (p. 64) goes on from *Grand Narrows* to *Marble Mountain* (p. 65) and *Johnson's Harbour*.

Beyond *Grand Narrows* the train hugs the E. bank of the **Little Bras d'Or Lake** (see p. 66) for about 30 M. (views to left). 241 M. *Shenacadie*. 250 M. *Boisdale*, opposite *Boularderie Island* (p. 67). 256 M. *Barrachois* (p. 68). Beyond (261 M.) *George's River* we cross the stream of that name and ascend on its right bank, leaving the lake. 266 M. *Little Bras d'Or*; 271 M. *Sydney Mines* (p. 68); 273 M. *North Sydney* (see p. 68). 278 M. *Leitch Creek*, at the head of the N.W. arm of *Sydney Harbour*. Farther on the line crosses the *Sydney River* and turns sharply to the N.E. to —

288 M. *Sydney* (see p. 67).

b. By Steamer.

A steamer of the *Canada Atlantic & Plant S. S. Co.* runs twice weekly from Halifax through the *Strait of Canso* to *Charlottetown*, P. E. I. (comp. p. 97), calling on the way at *Port Hawkesbury* (see p. 62), which it reaches in about 13 hrs. At *Port Hawkesbury* it connects with the railway and with the steamer of the *Richmond Steamboat Co.* The latter starts for (5 hrs.) *St. Peter's* (p. 65), where it stops for the night, going on next day to *Grand Narrows* (p. 63). The voyage through the *Bras d'Or Lakes* is continued by the steamer running from *Iona* (p. 63), to (1¼ hr.) *Baddeck* (p. 66). From *Baddeck* a steamer of the *Bras d'Or Steam Navigation Co.* plies several times weekly to *North Sydney* (p. 68); on the return-voyage the route is retraced in the same way (nights at *Baddeck* and *St. Peter's*). The steamboat-lines do not profess to make connection with each other, and they are run rather in the interest of the local traffic than for the convenience of the tourist. Nevertheless the scenery of the *Bras d'Or Lakes* is so attractive, that travellers are recommended to make at least part of the trip through their quiet waters. The voyage from Halifax to *Port Hawkesbury* may be recommended to those who are fond of the sea. — For steamer from *Mulgrave* to *Cape Breton* points, see p. 61. — The *St. Pierre and Miquelon Steamers* (see R. 27) run through the *Bras d'Or Lakes*, calling at *Baddeck* and *Sydney*.

As the above-mentioned arrangements are liable to alteration, the traveller is advised to consult the Halifax daily papers or apply at the offices of the steamboat-companies for the latest information.

Leaving Halifax Harbour, the steamer rounds *Hartland Point*, passes the entrances of *Cow Bay* (p. 58) and *Cole Harbour*, and runs to the E., along the coast. Like that to the W. of Halifax this shore is frayed by innumerable small inlets and lined with myriads of islands; but few points on it come within the purview of the ordinary tourist. Our steamer passes most of it at night and makes no stops before reaching the *Strait of Canso*. Beyond *Cape Canso*, the easternmost point of Nova Scotia proper, we turn to the W. and cross the broad waters of *Chedabucto Bay*. The small seaport of *Canso*, at the point, has (1911) 1617 inhab. and is the W. terminus of some of the Atlantic cables; steamer to *Mulgrave*, see p. 61. To the N., as we cross the bay, is *Isle Madame* (p. 65). Beyond *Cape Argos* and *Eddy Point* (both to the left) we enter the *Strait or Gut of Canso* or *Canseau*, a narrow but deep channel, 14½ M. long and about 1 M. wide, separating peninsular Nova Scotia from the island of *Cape Breton* (see p. 62). It is much used by sailing-vessels, which thereby avoid the long and sometimes dangerous voyage round the E. extremity of the province. The banks of the channel, which was 'excavated by the currents of the drift period', are hilly, covered with trees, and dotted with villages. To the left, 5 M. below *Mulgrave*, is the site of *Terminal City*, where an American syndicate has blocked out a large city, intended—some day—to be the terminus of a line of swift steamers to Europe.

Beyond *Port Hawkesbury* (p. 62), on the E. side of the strait, the steamer goes on through *St. George's Bay* and *Northumberland Strait* (p. 99) to *Charlottetown* (p. 99). Passengers bound for *Cape Breton* by water, however, leave the steamer at *Port Hawkesbury* (p. 62) and join the steamer of the *Richmond S. S. Co.* This boat retraces part of the route we have just traversed, but, instead of crossing *Chedabucto*

Bay, steers to the left and threads the narrow *Lennox Passage*, between (l.) Cape Breton and (r.) the island of *Jannet* and *Isle Madame*.

Isle Madame, or the island of *Aristot*, 15 M. long and 5 M. wide, contains about 470 inhab., mainly Acadians. The chief place is the little fishing-town of *Aristot* (American, \$ 3; Silver Oaks, \$ 2½; pop. 2000, on the S. side of the island. The island is frequented by a few summer-visitors in search of good boating and fishing. Steamer to Mulgrave, see p. 61.

Leaving *Lennox Passage*, the steamer ascends *St. Peter's Bay*, which is separated from *St. Peter's Inlet*, part of the Great Bras d'Or Lake, only by a small isthmus about $\frac{1}{2}$ M. across. Through this has been cut a canal, 26 ft. wide and 13 ft. deep, which has practically divided Cape Breton into two large islands; it was enlarged in 1914-15. Adjoining the canal is the small village of *St. Peter's* (Morrison's, \$ 2½; McEwen, \$ 2, founded by the French in 1636 but now occupied by Scottish Highlanders. The harpooning of sword-fish in *St. Peter's Bay* is an exciting sport.

A steamer runs regularly from *St. Peter's* to *East Bay* (see below) in summer. — Railway to *Point Tupper*, see p. 62.

At the mouth of the narrow *St. Peter's Inlet* are a number of islands, on the largest of which (seen at some distance to the right) is a Roman Catholic chapel. Here, on *St. Anne's Day* (July 28th), the Micmacs (p. 90) of Cape Breton hold a grand festival, accompanied by various singular celebrations, which it will repay the curious visitor to attend.

The **Great Bras d'Or Lake** (area 230 sq. M.), which we now traverse, has an extreme length, from the head of *West Bay* to the head of *East Bay*, of about 45 M., and an extreme width of about 20 M. Its depth varies from 90 ft. to 350 ft. The name is said to be, not French, but a corrupt form of an Indian or Spanish word (possibly from the same root as *Labrador*), sometimes locally pronounced 'Bradoore'. It is surrounded by agreeably diversified and wooded hills (5-600 ft.), and Charles Dudley Warner describes it as more beautiful than he had imagined a salt-water lake could be. The combination of its sheltered inland position with the ozone of its salt-laden breezes makes the summer climate very delightful.

The course of the steamer lies almost due N. across the lake. To the left (S.W.) opens the *West Bay*, with its numerous islands. [On this bay is *Marble Mountain*, with limestone quarries affording material used by the Dominion Iron & Steel Co.; steamers, see p. 63.] To the right (N. E.) is the long *East Bay*, with the Micmac village of *Eskasoni* near its head. To the W. (l.), beyond the *West Bay*, are *Malaguatch Harbour* and the estuary of the *Denys River* (comp. p. 63), the latter named for its discoverer Nicholas Denys, Sieur de Fronsac, who was afterwards appointed Governor of Cape Breton (1654). The only stop made by the steamer on the Great Bras d'Or is at the *Grand Narrows* (see p. 63), where it connects with the Little Bras d'Or Lake. The channel is crossed by the fine railway-bridge mentioned at p. 63.

The **Little Bras d'Or Lake** (area 130 sq. M.), excluding the long narrow arms connected with it, is about 10 M. long and 5-6 M. wide. Its greatest depth is nearly 700 ft. Its attractions are similar to those of the Great Bras d'Or, but the smaller scale makes them even more fascinating. It 'offers many a charming vista of cliff where the gypsum mingles its white with the dark green of the overhanging spruce, and where the land rises into lofty hills, with their slopes dotted by cottages on little patches of meadow' (*Bourinot*). The steamer steers to the N., crosses the mouth of *St. Patrick's Channel* (1.; see below), and reaches —

Baddeck (*New Bras d'Or*, \$ 3; *Telegraph*, \$ 2½; board at *Mrs. T. S. McLean's*, *Mrs. John Macdonald's*, or *Miss E. McLean's*), a village with 1250 inhab. (mostly of Highland descent), situated on rising ground at the mouth of a pretty little bay. The name, accented on the second syllable, is a corruption of the French form *Bedeque*, from an Indian word *Ebēdēk*. This little village enjoyed a temporary vogue among summer-visitors after the publication of Charles Dudley Warner's amusing booklet 'Baddeck; and that Sort of Thing'. Both English and Gaelic services are still held in what Warner called the 'double-barrelled' church (Presbyterian). *Mr. George Kennan*, the Siberian traveller, has a cottage here; and *Mr. A. Graham Bell* (of the 'Bell Telephone') has built himself a beautiful summer-home ('*Bien Bhreagh*') on *Red Point* (view from the top), immediately opposite the village. Many pleasant walks and drives may be taken from Baddeck, and the facilities for boating trips are unexcelled. Fair fishing for brook-trout, sea-trout, and salmon is within reach.

One of the pleasantest drives is that round the head of *Baddeck Bay* to (7 M.) *Mr. Bell's House* (see above). On the outskirts of the village we pass *Mr. Kennan's House* (1.). This drive may be continued along the North Shore viâ *Cape Smoky* to *Ingonish* (p. 69) or even to *Aspy Bay* (p. 69). — Another pleasant round of about 10 M. may be made through *Baddeck River Valley* (falls). — A visit should also be made to **St. Anne's Bay*, which lies about 10 M. to the N. of Baddeck and has been highly praised by *Mr. C. D. Warner*. At the entrance to the bay lies *Englishtown*, which may also be visited by steamer from *Sydney* (p. 67). — A splendid drive of about 25 M. (carr. \$ 5) leads to *Whycocomagh*, which is, perhaps, better reached by steamer (see below). About 6 M. to the N. of *Whycocomagh* is *Lake Ainslie* (see p. 63), the source of the *Margaree*. — Another picturesque road (carr.; 25 M.) leads to the *Margaree River*, famous for its trout and salmon fishing. *Margaree Harbour*, at its mouth, is one of the fishing-stations of the great Jersey firm, *Robin, Jones, & Whitman* (comp. p. 91). Steamer to *Mulgrave*, see p. 61. — The romantic *Uisge-Ban Falls* (the highest 75 ft.) are reached from Baddeck (9 M.) by a good road. — About 12 M. above Baddeck is a *Micmac Reservation* (comp. p. 90), and in summer there are generally a few lodges of these Indians close to the village, where their peculiarities may be studied and their baskets and bead-work purchased. — The indefatigable traveller may reach *Mabou* (see p. 63) and *Port Hood* (see p. 63) from Baddeck by a stage-drive of 9-10 hrs. (50 M.).

The steamer to and from *Iona (Grand Narrows)*; see p. 63) connects with the express-trains in both directions. — The steamer from *Sydney* (comp. p. 67) runs on from Baddeck up the beautiful *St. Patrick's Channel* and *Whycocomagh Bay* to (25 M.) *Whycocomagh (Bay View)*, from \$ 2½, a small village near the foot of the double-peaked *Salt Mountain* (720 ft.; fine view). Opposite rises *Indian Head* (930 ft.). — A steamer plies fort-

nightly in summer via *Grand Narrows* to *East Bay* (p. 65), calling at *Irish Cove* and *Big Pond*.

Leaving *Baddeck*, the Sydney steamer rounds *Red Point* (p. 66) and steers N.E. through the *Great Bras d'Or*, a channel about 22 M. long and about 1 M. wide. To the right lie the low wooded heights of *Boularderie Island*, 28 M. long and 2-3 M. broad, on the other side of which is the *Little Bras d'Or* or *St. Andrew's Channel*, which is 25 M. long and throughout a great part of its length 3 M. wide, the epithet 'little' apparently applying only to its narrow and tide-swept outlet on the Atlantic. The hills on the *Peninsula of St. Anne*, to the left of the *Great Bras d'Or*, attain a height of about 1000 ft. The steamer issues from the channel and reaches the Atlantic Ocean between *Cape Dauphin* on the left and *Talle Head* on the right. To the N. lie the *Cibou Islands*. We now have about 20 M. of open ocean, rounding *Point Aconi*, the N. extremity of *Boularderie Island*, before entering the mouth of *Sydney Harbour*, which we reach beyond *Cranberry Point*. As we ascend the harbour we see coal-mines on both sides of us. We first call at *North Sydney* (p. 68), which lies to the right, in the N.W. arm, and then ascend the S. arm, on the left, to *Sydney*.

Sydney.

Hotels. *NORFOLK*, fr. in \$ 4; *VIDAL*, fr. in \$ 3; *VICTORIA*, \$ 3; *GRAND*, near the station, \$ 2½; *KLONDYKE*, R. \$ 1; *QUEEN* s, \$ 2.

Electric Tramways traverse the chief streets and run to (15 M.) *Glace Bay* (p. 69).

Steamers run from Sydney to *Baddeck* and *Wegascouagh* (comp. pp. 64, 66); to *Ingonish* and *Bay St. Lawrence* (see p. 69); to *Leuchtorn* (p. 66); to *Quebec* (p. 154) and *Montreal* (p. 122); to *St. John's* (p. 119) and to *Halifax* (p. 50).

United States Consul, Mr. Charles M. Freeman.

Theatre. *Sydney Lyceum*. — *Layan Country Club* (golf, tennis, etc.).

Sydney, an important seaport with a very heterogeneous population of 22,527 inhab., is finely situated on the S.W. arm of one of the best harbours on the Atlantic coast, which, however, is ice-bound in some years for about two months. Its chief trade is in coal, iron, and steel, large quantities of which are produced in the district (comp. pp. 68, 69), but it also carries on a considerable general trade. The town has increased rapidly of late years owing to the enterprise of the Dominion Iron & Steel Co. (see p. 68). — The mean temperature of Feb. is 20° Fahr., and that of Aug. 63°.

Sydney Harbour was originally named *Spanish Bay*, and has been known to British navigators since the 16th century. Le Moyne d'Iberville, founder of Louisiana, sailed hence in 1692 on his expedition to the Bay of Fundy and the coast of Maine. Adm. Walker took refuge here after his pusillanimous withdrawal from the expedition against Quebec in 1711 (p. 156) and asserted the British claim to Cape Breton by erecting a wooden cross, with an inscription, on the shore. A naval contest off the mouth of the harbour in 1781 resulted in the defeat of four small British vessels by two French frigates. The town of Sydney was founded by United Empire Loyalists (p. xxiv) in 1784, from which year until 1820 it was the capital of the separate province of Cape Breton (comp. p. 62). — In 1917 the harbour was entered and cleared by 1321 vessels of 2,223,994 tons' register (including 1069 British vessels of 1,698,714 tons).

CHARLOTTE STREET is well and solidly built, including such substantial structures as the *County Court House*, the *Post Office*, the *Bank of Montreal*, the *Royal Bank of Canada*, the *Union Bank of Halifax*, and various business-blocks. The harbour affords excellent yachting, and many pleasant drives may be taken in the vicinity (e.g. to *Franks Lake*, *Sydney River*, and *Crawley's Creek*). The *Royal Cape Breton Yacht Club* holds a weekly regatta in summer. Sydney is also the starting-point for a visit to *Louisburg* (see p. 69). At the end of the peninsula is *Victoria Park* (fine view).

A visit to the extensive works of the DOMINION IRON & STEEL CO. (comp. p. 121), established in 1899, is highly interesting. The 'tapping' of a blast-furnace at night is an imposing spectacle.

The works employ 4000 men and annually turn out upwards of 450,000 tons of iron and steel. Besides the blast-furnaces, Bessemer steel converters, open-hearth tilting-furnaces, rolling mills, and hundreds of coke-ovens (converting annually about 1,000,000 tons of coal into coke for the blast-furnaces) there are a plant for drawing wire, a nail mill, and large tar, chemical, cement, and fertilizer works.

One of the pleasantest DRIVES from Sydney is that along the low cliffs overhanging the harbour to (12 M.) *Low Point Lighthouse*. Another may be taken along the N.W. Arm. Short steamer-trips can be made to the *Little Bras d'Or*, *St. Anne*, etc.

From Sydney a steam-ferry plies across the harbour to (5 M.) **North Sydney** (*Belmont*, \$4; *Queen*, \$3½; *Albert*, from \$2½), another coal-shipping port, with 6583 inhab., a long pier, and a wireless station. North Sydney may be reached from Sydney also by railway (see p. 63).

Steamers to *Newfoundland*, see p. 103; to *St. Pierre and Miquelon*, see R. 27. Steamers also ply to *Halifax* and *Charlottetown*. For the *Bras d'Or* steamers, see p. 61.

A pleasant drive may be taken across the peninsula to the shore of the *Little Bras d'Or*, whence we may return via *Sydney Mines* (see below) and along the harbour. Another good drive leads along *George's River* to *Long Island* and *Barrachois* (p. 63).

From North Sydney the electric tramway runs to the N. to (3 M.) **Sydney Mines** (*King Edward*, \$4; railway see p. 63), a coal-mining town with 8328 inhab., coal-mines, and the coke-ovens and furnaces of the *Nova Scotia Steel & Coal Company*. The rows of the one-story houses of the miners, built of brick with old-fashioned panes of glass, present a quaint appearance. The tramway between North Sydney and Sydney Mines skirts the harbour, of which it commands a fine view, while in the evening a brilliant and weird effect is produced by the furnaces of the *Dominion Iron & Steel Company* (see above) on the opposite side of the harbour. — *Lloyd's Cove*, to the E. of Sydney Mines, has the receiving hut of the *Western Union Cable Company*.

A STEAMBOAT of the *North Shore Steamship Co.*, leaving the Sydneys twice weekly, plies to the N. along the coast, visiting some of the finest scenery in *Cape Breton* (fare to *North River*, on *St. Anne's Bay* \$1, to *Ingonish* \$1.25, to *Neil's Harbour* \$1.50, to *Aspy Bay* \$1.75, to *Bay St. Lawrence* \$2). At a distance of about 28 M. in a straight line from North Sydney we reach *Cape Smoky* (*Cap Enfumé*), or *Old Smoky Head*,

rising to a height of 1200 ft. and so called from the smoke-like cloud of mist which often envelops its summit. On doubling the cape we reach the lovely village of *Ingonish* (Peters, § 2), situated on the so-called *North and South Bays*, separated by *Middle Head*. A narrow sand-bar separates the outer part of South Bay from the dark waters of the inner harbour, and the houses on this spit were almost wholly destroyed by wind and wave in two terrific storms in the winters of 1894 and 1895. Among the lofty hills surrounding the bay is *Ingonish Mt.* or *Fraser's Chimney* (1392 ft.), the highest point in Cape Breton. — Beyond Ingonish the steamer goes on to (47 M. from Sydney) *Nail's Harbour* and (on some trips) to (59 M.) *Aspy Bay* and, rounding *Cape North* (dist. see: comp. p. 118), to (70 M.) *Bay St. Lawrence*, at the extreme N. end of the island, where the scenery vies with that of Ingonish. — Comp. *From Blouin to Smoky*, by *Frank Boiles* (1894).

The **Sydney Coal Fields** cover an area of about 300 sq. M., besides which the deposits are known to extend for 5 M. under the sea. It is estimated that the total quantity of coal in this area amounts to at least 9 billion tons in seams of more than 4 ft. clearly def. occasionally; and its value is enhanced by its proximity to the harbours of Sydney and Louisburg. The coal, the first cargo of which is said to have been shipped to Martinique in 1735 and which has been more or less regularly worked since 1784, is of an excellent bituminous quality, resembling the coals of Northumberland and Durham in England. The total annual yield of the Sydney district is about 30 million tons. About 12,500 men are employed in the mines. The *Dominion Coal Co.*, a subsidiary of the British Empire Steel Corporation, with its headquarters in Montreal, has acquired most of the working mines in the district to the S. of Sydney, while the peninsula of N. Sydney is practically owned by the *Nova Scotia Steel & Coal Co.*, now also absorbed by the above corporation. The chief pit of the former organization is *Dominion No. 2 Colliery* (with the largest coal-shaft in the world), while the oldest coal pit is that of the *Nova Scotia Steel & Coal Co.*, Sydney Harbour, the workings of which extend more than 1 M. under the sea. This pit, which yields 600,000 tons of coal annually, is the deepest in the neighbourhood.

Louisburg.

FROM SYDNEY TO LOUISBURG, 40 M., *Sydney & Louisburg Railway* in 1874 (fare \$1.60, return \$2.60). This railway follows the coast line pretty closely, while the direct distance by road is only 24 M. At or near most of the stations are large coal-mines worked by the Dominion Coal Co. (see above). 10 M. *Dominion* (pop. 2300); 13 M. *Bridgeport*. — 15 M. *Glace Bay* (*Glace Bay*, from \$3, damaged by fire; *Consolidated*, R. § 1), a progressive coal-mining town of 16,992 inhabitants in 1921, with a fine beach. The annual production of its coal-pits amounts to 5,080,000 tons. A little to the S.W. of Glace Bay is a large station of the Marconi Wireless Telegraph, from which the first message from Canada to England (addressed by Earl Minto, the Governor-General, to King Edward) was despatched on Dec. 21st, 1902. Glace Bay may also be reached from Sydney by electric car (p. 67). — 16 M. *Caledonia Junction*. 22 M. *Port Morien* (pop. ca. 700), formerly known as *Cow Bay*, has an excellent beach and a good harbour, protected by a breakwater constructed at a cost of \$250,000. — At (29 M.) *Mira* we cross the *Mira River*, between *Mira Lake*, on the right, and *Mira Bay*, on the left. During the summer season a small steamer, connecting with the railway, plies up the picturesque Mira for a distance of about 30 M. *Sanguine Island* has a good bathing-beach. The river has also much of historic interest, with remains of old French brick-kilns, abandoned sloops, and burying-grounds. The 'tuna' occurs in Mira Bay and at the mouth of the Mira River, affording excellent sport to fishermen. — 33 M. *Catalone*, on *Catalone Lake*. To the S.E. of the last lies *Cape Breton*, from which the island takes its name (see p. 62); and offshore lies the island of *Scatarie*, the easternmost part of the Maritime Provinces. — 40 M. *Louisburg*, see p. 70.

The present town of *Louisburg* (*Crowdis Ho.*, from \$ 3; *Louisburg*, \$2; *U.S. Cons. Agent*), lies near the middle of *Louisburg Harbour*, a safe and deep haven, 2 M. long and $\frac{1}{2}$ M. wide (open throughout the year), situated about 6 M. to the S. of Cape Breton. Close by are the remains of the so-called Grand Battery, while the remains of the fortified city of the French era are on the S.W. arm of the bay. Its inhabitants (ca. 1300) were formerly mainly engaged in the cod-fisheries of the Banks of Newfoundland, but since the construction of the railway the place has become a large coal-shipping port. There is a Marconi wireless station. Two French cannon, recovered from a sunken man-of-war in the harbour, are now kept in an enclosure near the railway-station. A simple monument, erected by the Society of Colonial Wars in 1895, commemorates the capture of Louisburg.

History. By the Treaty of Utrecht (1713) France was left in possession of the island of Cape Breton, the importance of which, as the key to Canada, the French determined to emphasize by the construction of a fortress of the first rank. The bay then known as the *Harre-aux-Anglais* was chosen as the site of the new city, and over \$10,000,000 were expended in gigantic fortifications. The population grew rapidly, mainly by the concourse of the French from Newfoundland and the Acadians from Nova Scotia, and 'Louisbourg' soon became a name and place of great significance. It was the American rendezvous of the French navy and the headquarters of a fishing-fleet employing large numbers of men. On the outbreak of the war of 1744 the New England settlements determined to attack this 'Dunkirk of America', a standing menace to their trade and fisheries; and an expedition of 4800 men, under William Pepperrell, a merchant of Kittery, was fitted out in 1745 for the purpose. To the amazement of the world this force of Colonial militia, with the co-operation of the British West Indian Squadron under Commodore Warren, succeeded in capturing the supposed impregnable fortress after a siege of seven weeks — one of the most extraordinary feats in the annals of warfare. Pepperrell was created a baronet for his services. Louisburg was, however, given back to France in exchange for Madras by the Treaty of Aix-la-Chapelle (1748). War broke out again in 1756; and in 1758 an army of 11,600 men and a powerful fleet were sent out from England to operate against the French in Canada. This expedition entered *Gabarus Bay*, to the S. of Louisburg, where Pepperrell had also landed, in June; and two months later, in spite of all that had been done to strengthen it against such an emergency, the city was surrendered once more, with 5600 prisoners of-war and a large quantity of naval and military stores. Wolfe commanded one of the divisions of the British army and greatly distinguished himself in the siege. As Halifax had been selected as the British military headquarters for the Acadian provinces, the works of Louisburg were entirely dismantled and its site deserted.

The ruins of the French city and fortress lie on *Point Rochefort*, on the S.W. side of the harbour. The destruction by man and time has been so complete that comparatively little now remains to outward view.

'Green mounds and embankments of earth enclose the whole space, and beneath the highest of them yawn arches and caverns of ancient masonry. This grassy solitude was once the 'Dunkirk of America'; the vaulted caverns where the sheep find shelter from the rain were casemates where terrified women sought refuge from storms of shot and shell, and the shapely green mounds were citadel, bastion, rampart, and glacis. Here stood Louisbourg; and not all the efforts of its conquerors, nor all the havoc of succeeding times, have availed to efface it. Men in hundreds toiled for months with lever, spade, and gunpowder in the work of destruction, and for more than a century it has served as a stone quarry; but the remains of its vast defences still tell their tale of human valor and human woe' (*Parkman*).

'If we take a position on the site of the King's bastion, the most prominent point of the ruins, we see to the southwest the waters of the spacious bay of Gabarus. Immediately below us are the remains of the casemates where the women and children found a refuge during the last siege. . . . It is quite easy to follow the contour of the fortifications until

they come to the old burying-grounds near Rochefort and Black Points, where hundreds of New Englanders and of French and English soldiers found their last resting-place in 1745 and 1758. No tombstone or cairn or cross has been raised: the ground has never been blessed by priest; the names of the dead are all forgotten. Frenchmen, Englishmen, and Colonists, Catholics and Puritans, now sleep in close proximity to each other, regardless of the war of creeds, beneath the iron sword (*Bourquet*).

The British lines in 1758 formed a semicircle round the city on the W.; the *Burying Ground*, referred to above, lies to the E. of the city, near the extreme point. One of the strongest works was on the island in the mouth of the harbour, but it was silenced by Wolfe with a battery, of which the remains may still be seen on *Lighthouse Point*, the N.E. arm of the harbour.

A small steamer plies in summer to the interesting fishing-village of *Gabarus* (1700 inhab.), to the S.W. of Louisburg (comp. p. 70). — Steamer to *Port-aux-Basques*, see p. 103.

Visitors to Louisburg should be familiar with *Parkman's* account of the two sieges, given in 'A Half-Century of Conflict' (chap. xviii-xx) and 'Montcalm & Wolfe' (chap. xix). See also *Bennet* (op. cit., p. 62), *Vernon* (op. cit., p. 62), and *J. S. McLennan's* 'Louisburg from its Foundation to its Fall (1713-1758)' (London, 1847). Perhaps the fullest account of the second siege is in the *Abbé Cuvignac's* 'Lévis et Montcalm' (Québec, 1892).

20. From Halifax to St. John (*Montreal*).

Comp. Map at p. 59.

a. Via Digby.

DOMINION ATLANTIC RAILWAY (operated by the C. P. R.) to (151 M.) *Digby* in 6 $\frac{1}{2}$ -7 $\frac{1}{4}$ hrs. (fare \$ 5 30), and STEAMER 'Empress' of the C. P. R. thence to (ca 45 M.) *St. John* in 3 hrs. (through-fare \$ 7 50). [From Halifax to (677 M.) *Montreal* in 29 $\frac{1}{4}$ hrs.]

The railway traverses the picturesque 'Trangeline' district, rich in historic and poetic association, and the traveller will do well to stop for a night or more at Wolfville and Kentville. — The run across the *Bay of Fundy* is seldom rough in summer; and the steamer is large, speedy, and safe.

From Halifax to (16 M.) *Windsor Junction*, see p. 82. Our line here diverges to the left from the route to Moncton and Quebec (R. 24) and runs towards the N.W. Beyond (29 M.) *Mt. Uniacke* (509 ft.), to the right, is *Uniacke Place*, an old-fashioned house between two small lakes. About 3 $\frac{1}{2}$ M. to the N. are the small *Mt. Uniacke Gold Mines*. — To the left lies the pretty *Five Island Lake*. — Beyond (39 M.) *Ellershouse* (258 ft.) *Mt. Ardoise* ('Ardice'; 700 ft.) rises to the right. We cross the picturesque *St. Croix*. 42 M. *Newport* (119 ft.), with gypsum-quarries. As we enter Windsor we see King's College (p. 72) on the hills to the left. The grass-works of old Fort Edward (p. 72) rise just above the station, on the same side.

47 M. *Windsor* (26 ft.; *Victoria*, from \$ 3; *Somerset*, \$ 2 $\frac{1}{2}$), a prosperous little town and port, with 3589 inhab., lies on a point between the *Avon* and the *St. Croix*, which unite in a wide estuary below the town as they flow (under the name of *Avon*) into the *Minas Basin*. It exports large quantities of lumber and of gypsum from the quarries of the vicinity. The town also contains an iron-foundry, plaster-mills (for grinding and calcining plaster), and other

factories. It is the seat of *King's College* (see below). Windsor, the Indian name of which was *Pigiguit* or *Pisiquid* ('junction of the waters'), was a thriving Acadian settlement before the expulsion of 1755 (see p. 73).

To reach King's College we follow *Water Street* from the station to (3 min.) *Gerrish Street*, which we follow to the left, passing the *Post Office*, to (2 min.) *Gray Street*. Here we turn to the right and at the (3-4 min.) cross-roads take the second road to the left, with the plank side-walk. In about 3 min. more a gateway to the right, with a small lodge, admits us to the grounds surrounding the *Clifton* or *Sam Slick House*, an unpretending wooden cottage which was the home of *Judge Thomas C. Haliburton* ('Sam Slick'; 1797-1865), a native of Wind-or. (By crossing the field in front of the house we reach a view-commanding path, high above the Avon, by which we may return to the town.) — Continuing to follow the plank-walk from the entrance to the 'Sam Slick House', we reach, passing a bridge over a ravine with some disused plaster-quarries and through two gates, the (10 min.) plain old wooden building of the —

University of King's College. This college, an Episcopalian institution, founded in 1789, and chartered by George III. in 1802, is the oldest university in Canada. It is affiliated with the universities of Oxford and Cambridge, and attended by about 100 students who are entitled to wear Oxford academical dress. Among the members of this college are *Thomas C. Haliburton* (see above), *General Sir W. Fenwick Williams* (see p. 76), and *Sir John Inglis* (see p. 54). The library and chapel are of stone. A good view is here obtained of the town and its rivers. Close by are the *Collegiate School*, for boys, and *Edgehall*, a church-school for girls. In 1920 the buildings were almost entirely destroyed by fire, and now, if no financial assistance is forthcoming, the very existence of the University is imperilled. — Other good points of view are the cupola of the *Court House*, a conspicuous red building on an adjoining hill, and the grassy ramparts of the abandoned *Fort Edward* (1759), just above the station.

From Windsor to Truro, see R. 23.

The railway runs through Windsor on the street-level and in quitting it crosses the wide Avon by an iron bridge 1400 ft. long. To the right is the road-bridge. The beauty of the view here depends largely on the state of the tide. At full tide we see a large and powerful river, with waters of a strange reddish hue; at low tide there is little but slimy expanses of red mud — 'an ugly rent in the land' — recalling, though on a larger scale, the similar effects on the English Avon, at Bristol. We now leave the Avon for a little, but regain it near (54 M.) *Hantsport* (Hantsport, Evangeline, \$ 2½), a small but busy little port (pop. 686), known for its ship-building but lately also for its apple-growing and the industries connected therewith. We now skirt the wide estuary of the Avon, enjoying fine views, on our right front, over the *Minas Basin*. As we near (59 M.) *Avonport* (57 ft.), the bold *Cape Blomidon* (see p. 74) comes into prominence on the W. side of the basin, forming the dominant scenic feature for the next 10 M.

We now turn to the left (W.), leave the Avon, and cross the mouth of the *Gaspereau* at (61 M.) *Horton Landing*. The high tide of the Bay of Fundy (p. 76) is well exemplified at the wharf here. — We then traverse the **Cornwallis Valley*, the beginning of the so-called '*Garden of Nova Scotia*', with its extensive fruit-orchards and fertile pastures. In the blossoming season this is a veritable

paradise. At (60 M.) *Grand Pré* we see, to the right, a group of old willows marking the site of Evangeline's village (see below).

65 M. **Wolfville** (*Acadia Villa*, from \$31²/₂; *Kent Lodge, Royal*, \$21²/₂), a small town with 1800 inhab., engaged in ship-building and farming, is the best centre from which to visit the 'Evangeline District'. It is the seat of an important *Horticultural School* and of *Acadia College*, a flourishing Baptist university (co-educational; 250 students), founded in 1838 and situated on a hill at the W. end of the village. The *View from the front-steps of the latter (or, still better, from its bellry) includes the Cornwallis Valley, backed by the North Mt. (p. 75), the Minas Basin (p. 83), and the meadows of *Grand Pré* (see below). The village seen to the N., across an arm of Minas Basin, is Kingsport (steamer, see p. 74). Near Acadia College are *Schools* for girls and boys and a *Manual Training Hall*.

Evangeline District. The following round drive of 10-12 M. will give a very fair idea of the district celebrated by Longfellow in 'Evangeline'. — We ascend to the top of the ridge behind the town and follow the road along it towards the E. Behind this ridge lies the beautiful **Gaspereau Valley*, recalling to some extent the valley of the Dee, near Aberdeen; and the traveller should alight from his vehicle, near the little French burying-ground, and walk to the brow of the hill, in order to enjoy the view. Large quantities of the small fish called 'gaspereaux' or 'alewives' (*Alosa vernalis*; a kind of herring) are taken in the winding Gaspereau, for export to India; and trout may be caught in Gaspereau Lake (p. 74). Numerous orchards are seen, forming a lovely sight in the blossoming season (first week in June). — After following the ridge for 2½-3 M. we descend to the left towards the hamlet of *Grand Pré* (*Prairie View, Springdale*, \$2), passing the cross-roads supposed to be the site of *Park's Lodge*. The site of the French village, close to the station (see above), is marked by a clump of venerable willows, an old well, and the remains of a few cottages. Near the willows a massive stone-cross marks the site of the old church and of the cemetery; a commemorative church and a statue of Evangeline by Robert are to be erected. From this point we may drive to the N., across the expanse of fertile dyked meadows that gave name to the village; and the heart of the agriculturalist will rejoice in the splendid crops of hay with which they are covered. To the right, near *Horton Landing* (see p. 72), is the point where the Acadians embarked on their expulsion. Ahead of us we obtain fine views of *Cape Blomidon* (p. 74), across the Minas Basin. On the seaward side of the 'Great Meadow' is *Long Island*, a fertile ridge occupied by near a score of small farms, but no longer an island since the construction of reclaiming dykes. If desired, we can here drive right down to the beach before returning to *Grand Pré* Station and so back to Wolfville by the lower road. The reader of 'Evangeline' must be warned that he need not look for 'the forest primeval — the murmuring pines and the hemlocks'; and there are no Acadians in the region.

The Expulsion of the Acadians in 1755 has been represented by Parkman and other authorities as an act of self-preservation on the part of the British on account of the irreconcilable hostility of the French to British rule. Recent researches made by *Dr. Doughty* (p. 157) seem to indicate that this was not wholly the case, and that the expulsion was quite as much the work of arbitrary provincial authorities (Cornwallis, Shirley, and Lawrence), who apparently acted without the knowledge of the Home Government, declined to recognize the pledge given to the Acadians that they should not be called on to bear arms against the French or Indians, and refused them permission to emigrate elsewhere. — Comp. also the histories of Acadia by *Hannay* and *Edouard Richard*. The 'Story of Acadia', an extract from Hannay's history, is distributed gratis by the Railway Co.

Another historic association with Grand Pré is the surprise, defeat, and capture of the Massachusetts regiment of Col. Noble by the French in 1747 (see *Parkman's 'Half-Century of Conflict'*, chap. xxiii).

A favourite drive from Wolfville leads through the fertile *Cornwallis Valley*, passing (3 M.) *Port Williams* (see below), to (13 M.) the point called the **Look-Off*, which affords a fine view over the Minas Basin. From this point the drive may be prolonged for about 8 M. to the top of *Cape Blomidon* (see below). The farms in the *Cornwallis Valley* are larger and more pretentious than those of the *Gaspereau Valley*.

Beyond Wolfville the train ascends along the *Cornwallis River*, views of which are obtained to the right. 67 M. *Port Williams* (comp. above), considerably to the right of the railway.

72 M. *Kentville* (*Cornwallis*, belonging to the Railway Co., from \$ 4; *American*, \$ 4; *Lyons*, \$ 3; *Rail. Restaurant*) is a very attractive little town of 2717 inhab., on the *Cornwallis River*, with the headquarters of the Dominion Atlantic Railway, a Dominion experimental station (1912; 294 acres), a Provincial sanatorium, and several mills and factories. Excellent fishing and shooting in the vicinity.

STAGE COACHES run twice weekly from Kentville to (25 M.) *New Ross*, where they connect with another line for (24 M.) *Chester Basin* (p. 78), passing *Gaspereau Lake* (see p. 73) and running through a picturesque district to the Atlantic Coast. — Other pleasant Drives may be taken to (11 M.) *Hall's Harbour*, to (13 M.) *Barter's Harbour*, and to (16 M.) *White Waters*. *Hall's Harbour*, which is a good place to witness the Bay of Fundy tide (p. 77), is named from a landing made here by an American privateer in the war of 1812.

FROM KENTVILLE TO KINGSPORT, 14 M., railway in $\frac{3}{4}$ -1 hr. (fare 50 c.). — This line descends the fertile *Cornwallis Valley* (see above), between rows of apple trees. 5 M. *Centerville* (branch to *Weston* under construction). 11 M. *Canning* (*Waverley*, \$ 2 $\frac{1}{2}$), a farming town (pop. 690), may be made the starting-point of a delightful drive to the *Look Off* (comp. above) and (9 M.) **Cape Blomidon*, the massive promontory, 670 ft. high, in which the *North Mountain* (see p. 75) ends ('View from the top'). A small steamer plies weekly from Canning to St. John (p. 28). — 14 M. *Kingsport* (*Central Ho.*, \$ 2), with its fine sandy beach, nestles in a recess of Minas Basin and is becoming a favourite seaside-resort.

FROM KINGSPORT TO PARRSBORO. This very charming excursion (1 $\frac{1}{2}$ hr.) may be made by the daily steamer of the *Dominion Atlantic Railway S. S. Line*. The boat passes close to the foot of the majestic *Cape Blomidon* (see above) affording an excellent view of it. Between *Blomidon* and *Cape Sharp*, where the strait between the Minas Basin and Minas Channel is only $\frac{1}{4}$ M. wide, the tide rushes with tremendous velocity. Away to the W. lies *Cape Split*, twisted into its present position, says Micmac legend, by the demi-god *Glooscap*, whose favourite haunt was the Minas Basin. As we approach *Parrsboro* (see p. 84) we obtain a good view of the rugged Cumberland coast, off which lie the *Fire Islands* (p. 84), while in the background rise the *Cobequid Hills* (p. 83). From *Parrsboro* the steamer crosses the Minas Basin to Wolfville (p. 73). This trip may also be conveniently made from Wolfville or Kentville. — Another steamer plies weekly between St. John and points in the Minas Basin as far as *Kingsport* and *Wolfville*.

Beyond Kentville the train passes through a fruit-growing district, with several small stations. Near (85 M.) *Berwick* (*Berwick*, \$ 2 $\frac{1}{2}$), with its camp-meeting grounds, we pass from the *Cornwallis Valley* to the **Annapolis Valley*, the 'Garden of Nova Scotia'. From (90 M.) *Aylesford* (*Dodge's*, \$ 3; *Home*, \$ 2 $\frac{1}{2}$) a coach runs to the S., passing the *Aylesford Lakes*, to *Dalhousie* (p. 77). —

97 M. *Wilmot* is the station for the *Wilmot Spa Springs* (hotel), 3 M. to the N., and the junction for the (3½ M.) *Torbrook Iron Mines* where red hematite is worked.

103 M. *Middleton* (*American*, \$3½; *Central*, \$2) is the junction of the C.N.R. (see p. 77). A pleasant drive may be taken hence to *Margaretsville* and *Port George*, on the Bay of Fundy.

Beyond Middleton, the *Annapolis Valley*, clearly defined by the trap ridge of the *North Mountain* (500-700 ft.; see p. 74) to the right, and the granite wall of the *South Mountain* (300-800 ft.) to the left, is very attractive, especially in the apple-blossom season (early in June). The *Annapolis River* flows to the left. 109 M. *Lawrencetown*. At (112 M.) *Paradise*, over the name of which Mr. C. D. Warner indulges in some perfectly unalloyed-for merriment, we cross the river, which now flows to the right and rapidly increases in width. — 117 M. *Bridgetown* (*St. James*, \$3; *Rail. Restaurant*; comp. p. 77), a small town and lumber port with 1200 inhab., at the head of navigation on the *Annapolis River*. To the left lies *Bloody Brook*, the scene of a massacre of New England troops by the French and Indians. About 10 M. to the N. of *Bridgetown* lies *Port Lorne* (*Bay View*, \$4), a summer-resort on the Bay of Fundy. — Farther on we have delightful views to the right over the widening and winding river, with the hills beyond. — 125 M. *Roundhill*.

131 M. *Annapolis Royal* or *Annapolis* (*Queen*, from \$4; *Hillsdale*, from \$3; *U.S. Cons. Agent*), a small seaport with 1500 inhab., finely situated at the head of *Annapolis Basin*, is the oldest European settlement in America to the N. of Florida (see below). It carries on a brisk trade in fruit, and one of its industries is that of drying fish for export. It is frequented by summer-visitors for its scenery and pleasant climate and is a convenient starting-point for a visit to the lake-district mentioned on p. 79. The chief lion is the old *Fort* (17th cent.), now dismantled, the grassy ramparts of which command a charming *View over *Annapolis Basin*. A monument was erected here to the *Sieur De Monts* (see below) in 1904. Some of the older houses are quaint and picturesque, but none date from the French period. About one third of *Annapolis* was devastated by fire, Sept. 7th 1921.

De Monts and Champlain visited *Annapolis Basin* in 1604, and the *Baron de Poutrincourt*, a member of the expedition, was so impressed with the charms of nature here that he secured a grant and named it *Port Royal*. In the following year the survivors of the ill-fated settlement of *St. Croix Island* (1604; comp. p. 43) found refuge at *Port Royal*, and in 1606 *Lescaubot* arrived from France with a fresh body of settlers. The colony was abandoned in 1607 on the revocation of De Monts' privileges by the King of France. In 1610, however, Poutrincourt led another expedition to *Port Royal*, which flourished for a time, living on the most friendly terms with the Indians and converting a number of them to Christianity. This promising colony was destroyed in 1613 by a Virginian expedition under an English seaman named Argall, at the instigation of the Jesuits, with whom De Poutrincourt had quarrelled. The site lay vacant for some years, but was ultimately re-occupied by the French; and its history for the next century

and a half is an endless record of attack, capture, and recapture, which prevented the place acquiring anything beyond strategic importance. It was from Port Royal that Charnisay sailed to attack La Tour at St. John (see p. 28). In 1710 Port Royal was finally captured by the New Englanders under Nicholson and re-named Annapolis (after Queen Anne); but their tenure of it was very precarious until after the expulsion of the Acadians in 1755. The last warlike scene took place here in 1781, when two American cruisers captured the fort and plundered the town. — *Sir William Fenwick Williams* (1800-83; see pp. 77, 72, 54) was a native of Annapolis.

About 12 M. to the S. of Annapolis, on the headwaters of the *Liverpool Lakes*, lies *South Milford House* (\$ 2½), where sportsmen will find good accommodation. — A motor-road connects Annapolis with *Fairy Lake* (p. 77). — Ferry to *Granville Ferry* (p. 77) and steamer to (63 M.) *St. John* (p. 28).

Beyond Annapolis the railway runs towards the S.W., skirting the shore of the fine ***Annapolis Basin**, which, 16 M. long and 1½-2-5 M. wide, is enclosed between the 'gracefully moulded and tree-covered' heights of the *North* and *South Mountains* (see p. 75). In mid-channel lies *Goat Island*. — We have a good view of the old fort to the right as we leave the town. Near (139 M.) *Clementsport*, at the mouth of the *Moose River*, are iron-mines. 142 M. *Deep Brook* (Sea Breeze, \$ 3), a summer-resort. Before reaching (145 M.) *Bear River* (Grand Central, \$ 3; pop. 1200) we cross the stream of that name by a bridge 90 ft. high and nearly ½ M. long. This district is famous for its cherries. The train now sweeps to the right (N.), round the S.W. end of Annapolis Basin, and reaches —

151 M. **Digby** (*The Pines*, \$ 5; *Myrtle Ho.*, \$ 3½; *Trefrey Ho.*, \$ 2, these three open in summer only; *Lour Lodge*, *Manhattan*, \$ 4; *Waverley*, \$ 3; *Rail. Restaurant*), a popular little watering-place, charmingly situated on Annapolis Basin, near *Digby Gut* (see below), with 1300 inhab. and a long pier. The bathing, boating, and fishing are good. Excursions are made to Digby in the fruit-season for the sake of its cherries (July), while its smoked herrings, known as 'Digby Chickens', are famous throughout the Acadian provinces.

The so-called '*Bear River Drive*' from Digby leads through the Acacia Valley and back by the Bear River. — Another interesting drive may be taken to the *Lighthouse* (see below).

For the continuation of the railway route from Digby to *Yarmouth*, see R. 22.

Passengers for St. John take a transfer-train to the pier, where they board the steamer (see p. 71). [Passengers usually have time to walk to the pier and to visit Digby Gut before the steamer starts.]

On leaving Digby, the steamer passes out into the Bay of Fundy by the curious ***Digby Gut**, a gap or cleft in the North Mountain, 2 M. long and ½ M. wide, with steep rocky sides 400-600 ft. high. The tide rushes through here with great velocity, and it is also usually swept by strong winds. On either side are small fishing-hamlets, and on *Point Prim*, to the left, are a lighthouse and a fog-horn. To the right is *Port Wade* (p. 77). — The **Bay of Fundy**, which we now cross, is a gigantic inlet of the Atlantic Ocean, 170 M. long and 30-50 M. wide, between the S.W. arm of Nova Scotia and the opposite coast of New Brunswick. The name is probably derived from the Portuguese '*Baya fundo*' (deep bay).

'The Bay of Fundy is celebrated for its tides, which are probably the highest in the world, the difference between high and low water being from 40 to over 50 feet in some places (comp. p. 84). At low tide muddy flats, often miles in extent, are laid bare, and the long estuaries of the rivers and streams are completely drained. The extraordinary height of the tides in this bay is due to its funnel-shaped form, and is greatest towards its narrow upper extremities, where in some places a dangerous broken wave or 'fore' (comp. p. 86) is produced by the rising water' (*G. M. Dawson*). — The tidal currents are now variously used for generating power.

As the steamer advances, we enjoy a good retrospect of the long ridge of the North Mt. (p. 75). To the left are the *Lurcher Rocks* (lightship). As we approach the New Brunswick coast, *Cape Spencer* (lighthouse), appears to the right. Farther on, on the same side, is *Mispec Point* (p. 33), beyond which we enter the fine **Harbour of St. John*, passing (1.) *Partridge Island* (see p. 23). On the W. (1.) side of the harbour is *West St. John* (see p. 32). Our steamer lands at the pier at *Reed's Point* (D. 3 on the Plan at p. 27).

St. John, see p. 27.

b. Viâ Mahone, Bridgewater, Middleton, and Port Wade.

C.N.R. (Halifax & S.W. Div.) to (82 M.) *Bridgewater*, where the night is spent, in 3¼-5 hrs.; thence to (14 M.) *Port Wade*, in 1½ hrs. (fare from Halifax \$ 5). From Middleton to Port Wade the train runs on Wed. only.

From Halifax to (82 M.) *Bridgewater*, see R. 21. Our line now diverges to the right from that to Yarmouth (R. 21) and runs towards the N.W. 93 M. *Riversdale*. From (99 M.) *New Germany* (Moore's, \$ 3) a branch-line runs via (14 M.) *Brookfield Mines* (gold) to (21 M.) *Caledonia* (Alton, Freeman, from \$ 3), with ca. 3000 inhab. and several industries, situated near Lake Rossignol (p. 79) and *Fairy Lake* (good fishing; p. 76), the latter with the well equipped club-house of the Kedgema-Koodjee Rod and Gun Club. 105 M. *Cherryfield*; 109 M. *Springfield*; 115 M. *Dalhousie* (see p. 74); 127 M. *Alpena*, not far from *Fales Lake*. Shortly before (133 M.) *Nictaux*, near the *Torbrook Mines* (p. 75), we cross the *Nictaux Falls* by a trestle.

At (137 M.) *Middleton* (p. 75) we cross the Dominion Atlantic Railway (R. 20a). — Our line now bends to the left and runs towards the W. along the N. side of the *Annapolis River and Basin* (pp. 75, 76), parallel with the Dominion Atlantic Railway. 150 M. *Bridgetown* (p. 75); 164 M. *Granville Ferry*, opposite Annapolis (p. 76); 170 M. *Karsdale*, named in honour of the heroic defence of Kars in 1855 by *Sir William Fenwick Williams* (see p. 76).

176 M. *Port Wade*, formerly known as *Victoria Beach*, is a pleasant watering-place on the E. side of *Digby Gut* (p. 76). Steamer from Digby to *St. John*, see pp. 71, 76.

c. Viâ Moncton.

279 M. C.N.R. in 9¾-14¾ hrs. (fare \$ 8.80). By this route travellers can pass between Halifax and St. John by land, without change.

From Halifax to (189 M.) *Moncton*, see pp. 82-85; from Moncton to (279 M.) *St. John*, see p. 48.

21. From Halifax to Yarmouth.

Comp. Map at p. 59.

250 M. CANADIAN NATIONAL RAILWAYS (Halifax & South Western Division) in 11¼ hrs. (fare \$ 7.50; parlor-car). This line gives access to the picturesque S. shore of Nova Scotia.

Halifax, see p. 50. On leaving the city the railway diverges to the left from the lines to Moncton (R. 24) and to Digby (R. 20a), at the point where the Narrows broaden into Bedford Basin, and runs toward the S.W. To the left are seen the dome of the exhibition building (p. 57), the citadel (p. 53), and the N.W. Arm (p. 59). The line at first traverses a rough country, necessitating many heavy stone cuttings, past numerous lakes (left) from which Halifax receives its excellent water-supply, and at (21 M.) *French Village*, the station for (6 M.; stage) *Seabright* (Dundella, from \$ 2), reaches the beautiful *St. Margaret's Bay*. It skirts the shore of the bay, affording fine views to the left and passing (25 M.) *St. Margaret's Bay Station* and (30 M.) *Ingram Port*. Beyond (36 M.) *Hubbards* (Gainsborough, \$ 3½; McLean Ho., \$ 3), a delightful summer-resort, the railway leaves *St. Margaret's Bay* and proceeds through a wooded district to the E. shore of *Mahone Bay*. At (51 M.) *East Chester* the isles of Chester Basin begin to appear, said to equal in number the days of the year.

53 M. **Chester** (*Hackmatack Inn*, \$ 4; *Lovett Ho.*, \$ 3; *Columbia*, from \$ 2) is prettily situated on a hill, overlooking Mahone Bay, and is a fashionable Nova Scotian summer-resort on account of its scenery, boating, bathing, and fishing (sea and fresh water). The village was founded by New Englanders in 1760 and now has a population of about 800 inhabitants. *Mt. Aspotogan* (500 ft.) is a fine view-point. — About 4 M. to the S.W. is *Oak Island*, firmly believed by many to be the repository of Capt. Kidd's Treasure (comp. p. 45).

The line continues to encircle the shore, passing (58 M.) *Chester Basin* (Groveside, \$ 2; stage-coach to Kentville, see p. 74), until at (62 M.) *Western Shore* we get a view of Chester to the left, directly across the beautiful bay. — 71 M. *Mahone Junction*, the station for *Mahone Bay* (Royal, Aberdeen, from \$ 3), a small town (pop. 1600), charmingly situated at the W. end of Mahone Bay.

FROM MAHONE JUNCTION TO LUNENBURG, 7 M., C.N.R. in ½ hr. (fare 25 c.). — Lunenburg (*King's*, *Queen*, \$ 3; *U. S. Cons. Agent*), a prosperous seaport on *Lunenburg Bay*, with 2786 inhab., was settled in 1752 by German immigrants (comp. p. 52), and still largely retains its German character. It has a good harbour, ship-building yards, and a large fishing-fleet, and exports great quantities of fish. Comp. 'History of the County of Lunenburg', by *M. B. Des Brisay*. — On the S. side Lunenburg Bay is bounded by the *Ovens Peninsula*, so called from the curious caverns which penetrate the cliff for hundreds of feet. A considerable quantity of gold was formerly found on this peninsula, but little mining is now done.

From Mahone Junction the railway makes a loop N. to —

82 M. **Bridgewater** (*Clark's*, *Fairview*, \$ 3; *Queen*, \$ 2½; *Rail. Restaurant*; *U. S. Cons. Agent*), situated on the beautiful *La Have River*, a thriving port of 3152 inhab., with a large lumber-

trade, railway shops, and various manufactures. Good trout-fishing and moose hunting is to be had in the neighbourhood.

From Bridgewater to *Millerton* and *Port Wade*, see R. 20b. — Steamer between Bridgewater and *Halifax* (p. 59) twice weekly. Small local steamers ply on La Have River between Bridgewater and *Riverport* and *La Hase Island*.

Leaving Bridgewater station, the train crosses the picturesque La Have River just above the town and ascends from the valley between hill-tops crowned with homesteads. — 105 M. *Port Medway* (Kempton's, \$ 2½), 4 M. from the station (stage), is a prosperous fishing-town on a bay which juts in from the Atlantic. Beyond (112 M.) *Brooklyn* the train skirts *Liverpool Bay* and reaches —

114 M. *Liverpool* (*Mersey*, \$ 4; U.S. Cons. Agent), a small seaport at the mouth of the *Mersey*, with 2263 inhab., a trade in lumber and fish (large cold storage plants), ship-building yards, and several manufactories. It is pleasantly situated on a spacious harbour, with numerous fine old residences that give the place an air of distinction.

The inland portion of the E. half of the peninsula of Nova Scotia is thickly studded with lakes, the largest of which, *Lake Rossignol* (12 M. by S.M.), about 20 M. from *Liverpool*, may be reached by a stage connecting *Liverpool* with *Caledonia* (p. 77). These lakes, with their connecting streams, afford excellent fishing, and are easily explored, with competent guides, in canoes or flat-bottomed boats. They may also be approached from *Annapolis* (p. 75) or from some of the intermediate stations on the *Middleton* section of the C. N. R. (p. 77). An arm of *Lake Rossignol* is bordered by the beautiful *Indian Gardens*, a natural park full of English oaks.

From *Liverpool* to *Rapid Falls*, 5 M., railway in ½ hr.

Beyond *Liverpool* the railway proceeds in the same general S.W. direction passing fine sand-dunes. 126 M. *Port Mouton* (*Scotia Ho.*, \$ 2½), on *Port Mouton Bay*, which was visited by De Monts in 1604 and named to commemorate the loss of one of his scanty supply of sheep. — 149 M. *Lockeport* (Rail. Restaurant), the station for the small town of *Lockeport* (Hill Crest, \$ 3½; pop. 850), a fishing-centre with a superb beach, situated on *Locke Island* (bridge and steam-ferry to the mainland). — 159 M. *Jordan Falls*.

164 M. *Shelburne* (*Atlantic Ho.*, \$ 3), a small fishing and ship-building port, with ca. 1470 inhab., lies at the head of a safe and beautiful harbour. About 1785 its population rose to 12,000, through the immigration of United Empire Loyalists (p. xxiv), but after about 30 years it had fallen to 300. — Beyond *Shelburne* the line trends more sharply to the S.W. and skirts the shore (views). 189 M. *Port Clyde* (*Riverside*, \$ 1½).

196 M. *Barrington* (*Barrington Ho.*, \$ 3) lies at the head of *Barrington Bay*, with 1800 inhab. and considerable fisheries. — 200 M. *Barrington Passage* (*Victoria*, \$ 2¾).

From *Barrington Passage* a STEAM FERRY plies to (1 M.) *Clarke's Harbour* (*Sea View*, \$ 3), a fishing village (pop. 1500) on the sandy *Cape Sable Island* (Government wireless station). The latter is supposed by some to be the 'Markland' on which Leif Ericson landed in 994. The Acadian settlement which afterwards occupied the island was broken up in 1758, and about 25 years later was replaced by New England Loyalists. *Cape Sable*

itself, the scene of many shipwrecks, is an islet to the S. of the larger island and the southernmost point of Nova Scotia.

Beyond Barrington Passage the railway turns to the N.W. 208 M. *Wood's Harbour*; 219 M. *East Pubnico*. — 222 M. *Pubnico* (Goodwin's, \$ 3), on *Pubnico Harbour* (view), a sporting-resort, was founded about 1650 by the Baron Pobomecup, whose name it represents in a corrupted form. — 225 M. *Lower Argyle*; 231 M. *Argyle*, a good centre for shooting (blue-winged duck, etc.) and fishing. To the left lies **Tusket Bay*, with the singular and beautiful archipelago of the *Tusket Islands*. 236 M. *Belleville*, a French Acadian settlement; 239 M. *Tusket* (American, \$ 2½; Kilby Lodge, \$ 2), the station for *Tusket River and Lakes* (excellent fishing for salmon, trout, and alewives; comp. p. 73); 241 M. *Pleasant Lake*; 243 M. *Arcadia*.

250 M. *Yarmouth* (*Grand Hotel*, with a fine view of the town, harbour, and environs, \$ 3½; *Hawthorn*, from \$ 2½; U. S. *Consul*), a prosperous seaport with (1921) 7062 inhab., ship-building yards, manufactures of woollen cloth, cotton duck, and sail-cloth, and a large trade in fish and lumber, lies at the head of a small harbour near the S. extremity of Nova Scotia. It is frequented by a considerable number of summer-visitors, and is noted for its beautiful hedges. There is a service of electric cars, extending to *Milton*, with its pretty chain of lakes, *Battery Point*, and other neighbouring resorts. The favourite short excursion is by steam-launch to the prettily laid out *Bay View Park* (restaurant), with its charming views. At the entrance to Yarmouth Harbour, behind *Cape Fourchu* (with its powerful light), lies *Markland* (Markland Hotel, 180 ft. above the sea, \$ 3), reached by steamer from Yarmouth in ½ hr. and affording good bathing and deep-sea fishing.

From Yarmouth to *Boston*, see R. 7b; steamers also ply to *St. John* (R. 10) and other ports. Railway to *Digby*, see R. 22. — Coaches ply to several places not accessible by railway or steamer. Excursions may be made to the *Tusket District* (see above), *Port Mailland*, and other points.

22. From Digby to Yarmouth.

Comp. Map at p. 59.

66 M. DOMINION ATLANTIC RAILWAY in 3 ¾ hrs. (fare \$ 2.35). Through-train from Halifax to (217 M.) Yarmouth in 10-11¼ hrs. (fare \$ 7.60).

Digby, see p. 76. Beyond Digby the train crosses the isthmus between Annapolis Basin and **St. Mary's Bay* and then skirts the shore of the latter (views to the right). Across the bay are the hills of *Digby Neck*, a long narrow peninsula forming the S. prolongation of North Mt. (p. 75) and itself prolonged by *Long Island* and *Brier Island*. — 21 M. *Weymouth* (Goodwin, from \$ 2½; 682 inhab.), settled by Loyalists and the most important place between Digby and Yarmouth, is a picturesque shipping and ship-

building town, with a large pulp-mill. It is a good starting-point for St. Mary's Bay (p. 80) and the Tuskot fishing-region (p. 80). The line bends inland and follows the *Sissibou River* (falls, near Weymouth) to *St. Bernard's*, regaining the shore of the bay at (26 M.) *Belliveau*.

The district of *Clare*, through which the railway now runs, is peopled by returned Acadian exiles, who have preserved their French characteristics largely unimpaired. They are settled chiefly along the beautiful St. Mary's Bay (p. 80), of which glimpses may be had to the right. The train passes several small stations, including (30 M.) *Church Point* (village 2 M. from the station), with the *College of St. Anne* (1890). Beyond (37 M.) *Meteghan*, a village with 1327 inhab., 5 M. from the railway, the line turns inland, running first to the S.E. and then to the S. Between this point and Yarmouth the railway traverses a region of lake and forest.

66 M. *Yarmouth*, see p. 80.

23. From Windsor to Truro.

Comp. Map at p. 59.

58 M. MIDLAND DIVISION OF DOMINION ATLANTIC RAILWAY in 2¼ hr. (fare \$ 2.05). This railway is of some importance as forming the central section of a trunk-line from Yarmouth to (442 M.) *Sydney* (no through-trains).

Windsor, see p. 71. Leaving Windsor the train diverges to the left from the Dominion Atlantic line to Halifax, and follows the *St. Croix River* (left), with wharves whence the plaster produced in the *Wentworth Quarries* (to the right) is shipped to New York. We cross the river near (6 M.) *Brooklyn* (33 ft.), beyond which the line bends somewhat to the N. Farther on it crosses the *Hebert River*, a small tributary of the St. Croix. From (10 M.) *Scotch Village*, 1 M. from the station, a daily stage runs to (15 M.) *Walton*, an attractive place on the Minas Basin (p. 72).

Beyond (12 M.) *Mosherville* (39 ft.) the railway enters the valley of the *Kennetcook River*, which it ascends for nearly 25 M. 19 M. *Clarksville* (70 ft.), with a productive antimony-mine. As the train proceeds up the valley it crosses and recrosses the river before reaching (26 M.) *Kennetcook* (97 ft.).

At Kennetcook connection may be made by carriage with (8 M.) *Noel* and (15 M.) *Tennecape Mines*, on Cobequid Bay. The Minas and Cobequid shore thus made accessible is a pleasant one for the tourist to visit. Manganese-mines and gypsum-quarries are found there.

At (30 M.) *Patterson*, a farming community, the train leaves the Kennetcook. Beyond (35 M.) *Burton's* (141 ft.) we cross the *Five Mile River*, which flows into the Shubenacadie. — From (40 M.) *South Maitland* (32 ft.; Midland) a stage runs to (5 M.) *Maitland* (Commercial), a small port, whence a steamer runs regularly to Parrsboro (p. 84), and a stage to Shubenacadie (p. 82). The (8 M.) *Noel Shore* (comp. above) may be reached by the same stage. —

Between South Maitland and (42 M.) *Green Oaks* we cross the *Shubenacadie River* by a costly steel bridge, having five spans and a draw, which proved very difficult to build owing to the height and strength of the tide. Beyond (46 M.) *Princeport Road* (212 ft.; 2 M. from Princeport) the train approaches *Cobequid Bay*, the easternmost arm of the Bay of Fundy, and after leaving (51 M.) *Clifton* (p. 83) it affords excellent views of the bay, and the Cobequid Hills (p. 83) on the opposite shore. At (53 M.) *McNutt's Creek* we reach the *Salmon River* (1.; p. 59), which we follow to —

58 M. *Truro* (see below).

24. From Halifax to Quebec (Lévis) by Railway.

Comp. Maps at pp. 59, 175, 146.

a. *Viâ Newcastle and Campellton.*

679 M. CANADIAN NATIONAL RAILWAYS in 21-23½ hrs. [From Halifax to (842 M.) Montreal in 26-29½ hrs.] This railway gives access to the summer-resorts of Cape Breton, Nova Scotia, and New Brunswick, and to many of the famous fishing-rivers of New Brunswick, traverses the picturesque valley of the Matapedia, and skirts the S. shore of the St. Lawrence. It connects at different points with steamers to the Gaspé Peninsula, to Prince Edward Island, and to the Saguenay. The trains run on E. Standard Time between Montreal and Mont Joli (Que.) and on Atlantic Standard Time (1 hr. earlier) in the Maritime Provinces (comp. p. xii).

Halifax, see p. 50. Beyond (6 M.) *Rockingham* (hotel), with a large convent-school for girls, the train skirts the shore of the beautiful *Bedford Basin* (p. 58; views to the right). — 11 M. *Bedford* (Costen Ho., \$ 3), at the head of Bedford Basin, is a favourite summer-resort of the Haligonians. — We cross *Rocky Lake*. To the right diverges the branch-line to (13 M.) *Dartmouth* (p. 58). At (16 M.) *Windsor Junction* (129 ft.) the Dominion Atlantic Railway diverges to the left (see R. 20a). We next pass (r.) *Long Lake*, well stocked with whitefish. A little farther on, at (25 M.) *Grand Lake Station* (58 ft.), the lake lies to the left. Near (30 M.) *Enfield* (63 ft.) are the *Oldham* and the *Renfrew Gold Mines*, both profitably worked. 39 M. *Milford* (Scott's, from \$ 3). — For some distance before reaching (43 M.) *Shubenacadie* (accent on antepenultimate; 66 ft.; American, \$ 2½) we have on our right the river of that name and we cross it just beyond the town. Stages run hence to (18 M.) *Maitland* (p. 81). — The line proceeds to the N.E. and N. through a district of no great interest. 47 M. *Stewiacke* (86 ft.), on the *Stewiacke River*; 56 M. *Brookfield* (102 ft.).

64 M. *Truro* (60 ft.; *Learmont, Stanley*, from \$ 3½; *Victoria*, \$ 2½; *Rail. Restaurant*), a town of 7651 inhab., with manufactures of hats, iron and steel castings, machinery, woollen goods, and condensed milk, is also the centre of a large agricultural district and a railway-junction of some importance (comp. RR. 19a, 23). It is situ-

ated on the *Salmon River*, about 2 M. from the head of *Cobequid Bay* (p. 82), and was founded in 1761 as a colony of Scottish-Irish settlers from New Hampshire. The streets are well laid out and shaded with fine trees; and altogether the little town makes a very pleasant impression. Among the chief buildings are the *Post Office*; the *Provincial Normal School*, with a statue of *Dr. Forrester*, its former principal and a prominent educator, in front of it; the *Truro Academy*; and the *Provincial Agricultural College*. A good view of the town is obtained from the roof of the *Exhibition Building*. The **Victoria* or *Joseph Howe Park* (reached by crossing the overhead bridge at the railway-station), in a beautiful little wooded glen, is a very attractive pleasure-ground. About 1 M. up the stream are the picturesque little **Joe Howe Falls*.

The *Salmon River*, where it enters the bay, 2 M. from the city, is spanned by the *Board-landing Bridge*, a good point to view the tidal phenomena of the Bay of Fundy (p. 77). About 10 M. down the bay lie *Savage's Island* (with an old Acadian and Indian burial-ground) and *Clifton* (p. 82), the site of an Acadian settlement. — *Penny's Mt.*, 3½ M. to the N.E., commands a delightful **View*, including the *Cobequid Hills* (see below) and *North Mt.* (p. 75), with *Cape Blomidon*. — The streams near *Truro* afford some fair fishing. Moose occur in the *Stenicke Mts.*, about 12-15 M. to the E. (Indian guides obtainable at *Truro*). Partridge, snipe, and wild-fowl are plentiful.

From *Truro* to *Stellarton* (*Pictou*) and *Cape Breton*, see R. 19a; to *Windsor*, see R. 23.

Beyond *Truro* we obtain views of *Cobequid Bay* before reaching (77 M.) *Debert*. — From (82 M.) *Londonderry* (334 ft.) a branch-line runs to (3 M.) the *Acadia Iron Works*. The *Londonderry* mines produce both limonite and spathic ores, which are smelted together and produce a good quality of pig-iron. A stage-line, running along the shore of *Minas Basin*, connects *Londonderry* with (about 28 M.) *Five Islands* (p. 84). — We cross *Folleigh Valley* and ascend the *Cobequid Hills* (400-1000 ft.), which run E. and W. through this part of the peninsula for about 100 M. Passing *Folleigh Lake* (610 ft.), the highest point of this part of the line, we descend to (94 M.) *Wentworth* (472 ft.). We enjoy a charming view of the **Wentworth Valley*, below us (r.), before reaching (98 M.) *Westchester*. Leaving the *Cobequid Hills* behind us, we now traverse a thickly-wooded district to (111 M.) *Oxford Junction*.

FROM OXFORD JUNCTION TO PICTOU, 69 M., C.N.R. in 3¼-4¼ hrs. (fare \$ 2.42). — The chief stations are (3 M.) *Oxford* (Dufferin, \$ 3; pop. 1900), on the *River Philip*, with furniture, machine, and clothing factories; 16 M. *Pugwash Junction*, for a branch to (5 M.) *Pugwash* (Empress, Minto, \$ 3; pop. 700), a seaport and watering-place on *Northumberland Strait* (p. 99); 23 M. *Wallace* (Harbor View, \$ 3); 35 M. *Tatamagouche* (Sterling, \$ 3; pop. 1500), on a beautiful bay, well seen from the railway, with oyster-beds, boating, and fishing; 47 M. *River John* (Riverside), yet another popular little summer-resort; and (67 M.) *Brown's Point* (see p. 60). — 69 M. *Pictou*, see p. 60.

The next stations beyond *Oxford Junction* are (113 M.) *River Philip*, (117 M.) *Salt Springs*, and (124 M.) *Springhill Junction*, for the *Cumberland Railway* to (32 M.) *Parrsboro* (see p. 84).

Parrsboro (*Brod-rick*, § 4; *Evangeline*, *Cumberland*, § 3), a busy lumber and coal trading port on the *Minas Basin*, with 2745 inhab., is frequented as a summer resort, for its fishing, shooting, and other attractions. Some of the best caribou and moose shooting in Nova Scotia is within reach of Parrsboro, and bears are also occasionally seen. The harbour is sheltered by *Partridge Island* (fine views). Pleasant walks or drives (good roads) may be taken to the *Moose River Falls*, *Cascade Valley*, the *Five Islands* (stage to Londonderry see p. 83). *Advocate Harbour* (coach), *Cape d'Or*, and other points. The geologist will find much to interest him in the coast. Steamers ply from Parrsboro to *Kingsport* (see p. 74), *Mailand* (p. 81), and *St. John* (82 M.; p. 28). *Cape Blomidon* (p. 74) is about 8 M. distant.

The *Springhill Coal Mines*, about 5 M. from Springhill Junction, on the railway to Parrsboro, have an annual output of 500,000 tons. In the adjoining town of *Springhill* (448 ft.: Royal, from \$ 2) a monument (1894) commemorates 125 miners killed by an explosion in 1891.

The next stations on the main line are (130 M.) *Athol* and (133 M.) *Maccan*. From the latter, which is situated amid coal-fields, a short branch-railway runs to (12 M.) *Joggins*, another coal-mining place.

The *Joggins Shore*, extending along *Chignecto Bay*, the N.E. arm of the Bay of Fundy (p. 76) whose tide here rises to from 40 to 50 ft., has fine cliffs, 100-400 ft. high, and exhibits wonderful petrified forests and sections of carboniferous strata, which have been visited and described by Sir Chas. Lyell, Sir William Dawson, Sir W. E. Logan, and Hugh Fletcher.

The railway now proceeds to (137 M.) *Nappan*, with a Dominion experimental farm (1886; 300 acres). and runs N.

141 M. **Amherst** (63 ft.; *St. Regis*, R. from \$ 1; *Terrace*, *Amherst*, from \$ 3½), a manufacturing town with 9975 inhab., lies not far from the head of *Cumberland Basin*, an inlet of *Chignecto Bay* (see above). It contains many substantial buildings and carries on a brisk trade in lumber and in the produce of the fertile marshes all round it. Its industries include car-works, engine and machine works, and a boot and shoe factory. Pleasant drives may be taken to (17 M.) *Tidnish*, a summer-resort on Northumberland Strait (boating and deep-sea fishing), to *Baie Verte*, to *Fort Beauséjour* (see below), etc.

Near (144 M.) *Fort Lawrence Station* was the W. terminus of the proposed *Chignecto Ship Railway* (see below).

The object of this railway was to save ships the long détour necessary in going from the Bay of Fundy to the Gulf of St. Lawrence. It was intended to lift ships of 1000 tons' burden on to a huge ship-carriage by powerful hydraulic presses and then haul them across the isthmus by locomotives. After absorbing large sums of money, the scheme was abandoned. The works are most easily visited by carriage from Amherst (see above).

We now cross the *Missiguash* (see below) and enter *New Brunswick* (p. 36). We see the remains of *Fort Beauséjour* (see below), on the right, before crossing the *Aulac* and reaching (147 M.) the town of *Aulac*. The *Chignecto Peninsula*, which we are now crossing, connects Nova Scotia (Acadia) with New Brunswick and was the scene of some of the last struggles between the French and British nationalities in Canada (1755).

The French insisted that '*Acadia*' (comp. p. 53), which they had ceded to Great Britain, comprised only the peninsular portion of the Maritime Provinces and that the *Missiguash* (see above) was the boundary between the French and British possessions. The strong *Fort Beauséjour* was built to the N.

of that river, to defend the frontier. The warrior-priest *Le Loutre* made this his headquarters and was indefatigable in his exertions to persuade or force the Acadians of the isthmus to renounce their British allegiance. The British built *Fort Lawrence*, on the other side of the Missiguash. In 1755 Col. Moncton succeeded in capturing Fort Beauséjour, the name of which was changed to *Fort Campbell*; and it was afterwards allowed to fall into decay.

Beyond Aulac the train traverses the famous *Tantramar* or *Tantamarre Marshes* (good snipe-shooting), containing about 40 sq. M. of exuberantly fertile salt-meadows, reclaimed, like the polders of Holland, from the sea by dykes. Through the midst of the marshes, which bear splendid crops of hay, runs the *Tantramar River*, the appearance of which varies greatly at low and high tide.

151 M. **Sackville** (*Intercolonial*, § 3; *Rail. Restaurant*), a small industrial town with 6625 inhab. and an export trade in fruit, hay, potatoes, and cattle, is the junction of a railway to *Cape Tormentine* (see below). It is the seat of *Mt. Allison University*, a Methodist institution (1858; ca. 300 students), affiliated with Dalhousie University (p. 57), and of *Mt. Allison Ladies' College*. The latter contains a museum of fine arts including numerous works by Canadian artists. The town is supplied with natural gas from Stony Creek (p. 48).

FROM SACKVILLE TO CAPE TORMENTINE, 35 M., C.N.R. in 1½ hrs. (fare § 1.27). This line is of importance as the principal route of traffic to Prince Edward Island. — The chief intermediate stations are (8 M.) *Midgie* (75 ft.), (18 M.) *Beau Fort*, and (25 M.) *Port Hope* (Strathcona, § 3). — At (35 M.) *Cape Tormentine* (Seaside, § 3), the terminus, connection is made with the railway-car ferry to *Borden* in Prince Edward Island mentioned at p. 48.

The railway now runs athwart the peninsula between *Cumberland Basin* and *Shepody Bay*. — 163 M. **Dorchester** (Windsor, § 3), a small port at the junction of the Memramcook with the Petitecodiac, with 900 inhab., exports grey sandstone from the neighbouring quarries and coal. The prominent stone building on the hills above the town is the *Penitentiary of the Maritime Provinces*. — The railway now turns to the N. and runs through the valley of the *Memramcook*, passing (168 M.) *College Bridge*, the station for the University of St. Joseph's College (R. C.; ca. 350 students), and (170 M.) *Memramcook*, a flourishing village, the centre of a farming district peopled by Acadian French. At (182 M.) *Painsec Junction* diverges a branch-line to (12 M.) *Point du Chêne*, one of the chief starting-points for *Prince Edward Island* (comp. p. 99).

On this branch lies (10 M.) **Shediac** (*Weldon Ho.*, § 3; *Royal*, § 2½), a small bathing-resort (pop. 2000) on *Shediac Bay*, famous for its oysters and its fine sandy beach. Anglers may catch brook-trout, sea-trout, bass, and mackerel. From Shediac a stage runs to Rustouche (p. 86). — 12 M. *Point du Chêne* (Point du Chêne, § 2½) is a small village on a sandy point, with long piers running out into deep water. Steamer hence to *Summerside*, P.E.I., see p. 97. 11 M. to the E. of Point du Chêne lies *Cape Bald* (Le Blanc, § 2½), a seaside-resort on Northumberland Strait (p. 99).

189 M. **Moncton** (50 ft.; *Brunswick*, from § 3; *American*, from § 2½; *Rail. Restaurant*; *U. S. Consul*), the second city in New Brunswick, with (1921) 13,167 inhab., lies at the head of navigation

of the *Petitecodiac River* (see below), and is a railway-centre of considerable importance. There are some solid stone business-blocks and good churches. The town has manufactures of iron castings, machinery, locomotives, leather, cotton, wooden wares, woollen goods, and flour, and receives its natural gas supply from Stony Creek (p. 48). The *Petitecodiac* flows into the Bay of Fundy (p. 76), and the tide ascending its estuary comes in the form of a 'bore' or tidal wave 4-6 ft. high. The difference between extreme high, and extreme low, tide at Moncton is 30 ft.

From Moncton a small STEAMER occasionally sails down the river to the Bay of Fundy, stopping at *Hillsborough* (p. 48). — Pleasant DRIVES may be taken to (17 M.) *Shediac* (p. 85), and to (24 M.) *Hopewell Cape*, with its remarkable rocks of red sandstone and conglomerate, sculptured into fantastic shapes by the powerful tides.

FROM MONCTON TO BUCTOCHE, 32 M., *Canadian National Railways* in 2½ hrs. — This railway runs towards the N. The intermediate stations are unimportant. *Buctouche* (*Queen*, § 2), an Acadian ship-building village at the mouth of the *Buctouche River*, attracts a few summer-visitors. Stage to *Shediac* see p. 85.

From Moncton to *Edmundston* and *Quebec*, see R. 24b.

At Moncton our railway forks, the main line going on to *Quebec* and *Montreal*, while the line to *St. John* (see R. 17) diverges to the left.

From Moncton the line at first runs for a short distance towards the N.W. and beyond (197 M.) *Berry's Mills* turns to the N. — At (209 M.) *Canaan* (263 ft.) we cross the river of that name. 217 M. *Coal Branch*. — 221 M. *Adamsville*, the junction for the *North Shore Railway* to (11 M.) *Coalville* via *Beersville*, a coal-mining place. — 227 M. *Harcourt*, the station for *Weldford*. From *Harcourt* a stage follows the *Richibucto Valley* to *Richibucto* (see below). — From (236 M.) *Kent Junction* (*Walsh Ho.*, § 2) the *Kent Northern Railway* runs to (27 M.) *Richibucto* and (34 M.) *St. Louis* (see below).

Richibucto (*Le Blanc*, § 2½) is a town of about 1000 inhab., at the mouth of the river of the same name, with ship-yards and a trade in timber. It is also frequented to some extent for sea bathing. — *St. Louis* is a typical Acadian settlement, with a fine church, a convent, and a sacred well to which pilgrimages are made for the healing of ailments.

The district now traversed is scantily settled and of little interest. — At (264 M.) *Derby Junction* the lines to *Fredericton* and *Loggieville* diverge to the left and to the right (comp. p. 87). To the right lies *Beaubair Island* (p. 87). The train now crosses the arms of the *Miramichi* (p. 87), just below their confluence, by two bridges, each 1200 ft. long.

268 M. *Newcastle* (134 ft.; *Miramichi*, from \$ 31½; *Waverley*, \$ 3; *Rail. Restaurant*; *U. S. Cons. Agent*), a ship-building and timber-trading town of 3510 inhab., is situated on the left bank of the *Miramichi*, at the head of deep-water navigation. Smelts, taken in winter through holes in the ice, are exported to the United States from here and all the *Miramichi* ports. It is also the centre of an angling and hunting district. — On the opposite (S.) shore, 6 M.

lower down and reached either by steamer (several trips daily from Newcastle) or railway (see below), lies **Chatham** (*Touraine*, \$ 3½; *Adams Ho.*, \$ 3; *Bowser Ho.*, \$ 2), the chief place (pop. 4489) on the Gulf coast of New Brunswick, with an excellent harbour, ship-yards, pulp-mills, foundries, and a large lumber-trade. Like Newcastle, it is a famous resort for sportsmen. The most conspicuous buildings (all of wood) are the *Roman Catholic Cathedral*, the *College of St. Michael*, the *Convent*, and the *Hospital*. The mean temperature in Jan. is 11° Fahr., and in July 67°.

The **Miramichi** (a corruption of an Indian name of unknown meaning; accent on the last syllable), on the estuary of which these towns lie, is 135 M. long and second to the *Rupert* alone among the salmon-rivers of New Brunswick. It is formed by the junction, a little way above Newcastle (see p. 86), of the *North-West Miramichi* and the *South-West Miramichi*, and each of these has an extensive network of tributaries, some of which overlap the tributaries of the *St. John*. The best salmon-pools are on the S.W. Miramichi (which is really the main river) and its branches, but good fishing is obtained throughout the entire system. The district drained by the Miramichi and its tributaries is 5500 sq. M. in extent, or about one-fifth of the whole province, and much of it is still largely unexplored. It is covered by forests, which furnish large quantities of game and yield much valuable spoil to the lumberman. In 1825 (a date in vogue, next to A.D., among the oldest inhabitants) it was swept by one of the largest forest-fires on record, which devastated 3,000,000 acres of wood, destroyed property to the value of \$ 1,000,000, and caused the death of 150-200 persons.

Miramichi Bay was visited by Jacques Cartier and is frequently mentioned in the history of the French and English struggle for Canada. *Beaubair Island* (p. 86) was the site of a French town, destroyed by the English in 1759. — *Burnt Church*, on the N. shore of the Bay, commemorates in its name another act of destruction and is to day one of the chief gathering-places of the Micmac Indians (p. 50). It may be reached by a steamer plying daily from Chatham to *Negauk*, on the N. shore of the Bay, and calling at *Loggieville* (Termini, \$ 3; 1500 inhab.; comp. below), the centre of the great fish export of A. and R. Loggie, and thrice weekly at *Bay du Vin* and *Pesmerac*, on the S. shore. — A little to the N. of Burnt Church lies *Tobusnetac*, at the mouth of a river that affords good sea-trout fishing.

FROM NEWCASTLE TO FREDERICTON, 114 M., C.N.R. in 5 hrs. (fare \$ 3 9½). — This line diverges to the right from the main route at (4 M.) *Derby Junction* (p. 86) and ascends the left bank of the valley of the S.W. *Miramichi* (see above). 26 M. *Blackville* (Blackville, \$ 4). At (50 M.) *Doaktown* (Murray Ho., \$ 3) the line crosses the river. 62 M. *Indian*. Beyond (66 M.) *Forestown* (Duffy Ho., \$ 2½) the railway turns to the left (S.) and leaves the *Miramichi*. At (79 M.) *McGivney's Junction* we cross the line of the C.N.R. from Moncton to Edmundston (p. 95). At (88 M.) *Cross Creek*, where a branch-line to (6 M.) *Stanley* diverges to the right, it crosses the watershed to the valley of the *Nashwaak*, along which stream it descends to (110 M.) *Marysville* (see p. 38), (113 M.) *South Heron* (p. 38), and (114 M.) *Fredericton* (p. 36), crossing the *St. John* by the cantilever steel bridge (p. 38).

Another C.N.R. line connects Newcastle via (4 M.) *Derby Junction* and (13 M.) *Chatham* (see above) with (18 M.) *Loggieville* (see above).

Between Newcastle and Gloucester Junction the railway traverses a thinly-peopled region, which offers many attractions to the sportsman in the shape of moose, caribou, bear, partridge, and trout. 278 M. *Beaver Brook* (331 ft.); 289 M. *Bartibog* (521 ft.); 299 M. *Red Pine*. At (307 M.) *Gloucester Junction* the line to Shippigan (p. 88) diverges to the right. From (309 M.) *Nipisiguit Junction*

the Northern New Junction & Seaboard Railway runs to (17 M.) *Bathurst Mines* (iron), giving access to the Pabineau and Grand Falls (see below). — The main line continues through the big game and salmon-fishing region of the North Shore to —

313 M. **Bathurst** (40 ft.; *Robertson Ho.*, *White Ho.*, \$ 3½; *U.S. Cons. Agent*), a busy fishing-town and lumber-exporting centre with 3311 inhab., on a small peninsula projecting into *Bathurst Harbour*, which opens out of *Nipisiquit Bay*, itself a recess of *Chaleur Bay*. It is also a popular summer-resort, with numerous cottages. The railway-station is about ½ M. from the town. Four rivers flow into Bathurst Harbour, one of which, the *Nipisiquit*, affords some of the finest salmon-fishing in New Brunswick and is famous among salmon-streams the world over (the fishing-privileges are leased, but are sub-let by the day, week, or month at reasonable rates). About 7 M. above Bathurst are the *Pabineau Falls* or *Rapids*, while 13 M. higher up the river forms the *Grand Falls*, consisting of four leaps with a total height of 140 ft. Another favourite point is the *Tête-à-Gauche* (*Tetigouche*), or *Fairy River*, with its small but picturesque falls (7 M.).

FROM BATHURST TO SHIPPIGAN, 75 M., C.N.R. in 7¾ hrs. (fare \$ 3.15). — The line diverges to the E. from the main line at (5 M.) *Gloucester Junction* (p. 87). Beyond (10 M.) *Bathurst Junction* it follows the coast of *Nipisiquit Bay* (see above). The intermediate stations include (28 M.) *Stonehaven*, (36 M.) *Grand Anse*, and (55 M.) *Caraquet* (*château Albert*, \$ 2), a quaint Acadian settlement (pop. 1500), and important fishing-station (steamer to *Montreal* and ports on *Chaleur Bay*, see R. 31). — From (67 M.) *Pokemouche Junction* a branch-line runs to the S. to (14 M.) *Tracadie* (*Le Breton*, \$ 2½), with a Government lazaretto for lepers, the number of which is decreasing, and (18 M.) *Tracadie Mills*. — 75 M. *Shippigan* has a fine harbour and important fisheries of herring, cod, and mackerel. It is one of the numerous places that have been mentioned as the American terminus of a new and short Atlantic service. Pop. (1911) 4732.

Off the coast here lies *Shippigan Island* (p. 89), which affords good wild-duck shooting in autumn. Still finer shooting (geese, ducks, plovers, etc.) is afforded by the island of *Miscou* (p. 89), to the N. of it, which is reached by boat from *Caraquet*.

Beyond Bathurst we cross the *Tête-à-Gauche*, and, farther on, the *Nigadou*. 324 M. *Petit Rocher* is whimsically known as 'Little Russia'. 341 M. *Jacquet River* (55 ft.; Bay View, \$ 3) and (356 M.) *Charlo* (53 ft.; Bay Shore Ho., \$ 2½) are angling-resorts. The railway now skirts the S. shore of *Chaleur Bay* (views to the right). 362 M. *Eel River*. Mt. *Tracadiégash* (p. 91) rises on the farther shore of the bay.

366 M. *Dalhousie Junction* (79 ft.) is the diverging point of a short line to (6 M.) *Dalhousie* (*Inch Arran*, a summer hotel, destroyed by fire in 1921 but to be rebuilt; *Queen*, \$ 3½; *Colonial*, \$ 2), a port of entry (pop. 1100) situated at the point where the estuary of the *Restigouche* (p. 89) merges in *Chaleur Bay*, and one of the most popular and attractive marine resorts in the Maritime Provinces. It carries on a considerable trade in lumber, preserved salmon, and lobsters. The large and sheltered harbour offers safe

facilities for boating, while smooth beaches and water of mild temperature invite the bather. Pleasant walks and drives may be taken amid the adjacent hills, and the fisherman will find no lack of opportunity to test his skill. *Dalhousie Mt.* (715 ft.), $1\frac{1}{2}$ M. to the W. of the town, is a good point of view.

The Restigouche River claims, not without strong evidence, to be the best salmon-fishing river in the world. The largest salmon known to have been caught in it weighed 51 lbs., and the average weight is about 22 lbs. All the best reaches of the Restigouche itself and its numerous tributaries are leased to individuals and clubs (many American). Among the chief tributary streams are the *Matapédia* (see p. 90), the *Upsalquitch* (p. 41), abounding in trout and salmon, the *Patapédia*, and the *Quatawamkedgewick* (usually known as the 'Tom Kedgewick'). The headwaters of the Restigouche, which is 130 M. in length, may be reached from the St. John River by canoe via the *Grand River* (comp. p. 41). — The estuary of the Restigouche, extending from Dalhousie to Matapédia (p. 90), is very picturesque and measures 4 M. across its widest part. Opposite Dalhousie, on the N. bank of the river (ferry), extends *Scoumenac Bay*, with the wonderful *Hugh Miller Cliffs* (ca. 100 ft. high), fish-bearing sandstone strata of the upper Devonian age.

Chaleur Bay, or *Baie des Chaleurs*, was so named by Jacques Cartier, who discovered it in the hottest part of the year 1535. Its Indian name is *Eketnam Nemaachi* ('sea of fish'), a name which it amply justifies by the wealth of its fisheries (cod, herring, mackerel, tunny, etc.). The bay, 85 M. long and 15-25 M. wide, is an ancient river valley which was deeply submerged in the Pleistocene period. The entrance is partly protected by the two large, low, wooded islands of *Shippagan* and *Miscou* (see p. 88). The bay was the scene of the crime which forms the subject of Whittier's poem 'Skipper Ireson's Ride' (but comp. Kipling's 'Captains Courageous').

On the N. Chaleur Bay is bounded by the **Peninsula of Gaspé**, an elevated, thickly wooded plateau (ca. 1500 ft.; area 11,000 sq. M.) forming the N.E. terminus of the Appalachian system of mountains. Above the general level stand out the *Notre Dame* or *Stockhook Mts.*, running through the centre of the peninsula and culminating in *Mt. Logan* (3508 ft.). The peninsula is thinly populated (ca. 35,000), the settlements being confined to the coast. Its industries are lumbering and fishing. Travellers who wish to see something of the peninsula may proceed by steamer (Quebec S.S. Co.) from Quebec to Gaspé (see below) or by the Gaspé & Baie des Chaleurs or Gaspé Steamship lines from Montreal (see R. 31); but those who object to this long voyage can visit the most interesting points from *Campbellton* (p. 40) via steamers of the *Gaspé & Baie des Chaleurs Co.*, sailing weekly through Chaleur Bay to Gaspé (176 M., in 22 hrs.; return-fare \$ 9.20, berth and meals extra; comp. R. 31).

The points called at include *Carleton* (p. 91); *Maria* (p. 91); *New Richmond* (44 M.; p. 91); *Caplin; Bonaventure; New Carlisle* (78 M.; p. 91); *Paspébiac* (p. 91); *Port Daniel* (102 M.; p. 91), with a fine harbour (steamer to Montreal, see R. 31); *Neuport* (p. 91); and *Grand River* (p. 91). The steamer then rounds *Cape Despair* or *Cap d'Espoir*, calls at *Cape Core*, and a few miles farther on enters the channel (high tidal currents) between (r.) *Bonaventure Island*, rising on its E. shore to cliffs of 400 ft. in height and haunted by numerous sea-birds, and (l.) the **Percé Rock** (*Le Rocher Percé*; no climbing allowed). The latter, a huge mass of limestone of red and yellow tints, 288 ft. high, 2100 ft. long, and 300 ft. wide (maximum), is one of the lions of the Gaspé coast and derives its name from the arch or tunnel (ca. 60 ft. high) by which it is pierced. A second arch fell in 1845. The top of the rock is occupied by swarms of herring gulls (*Larus argentatus*) and cormorants (*Phalacrocorax carbo*). The rock figures in a story by Sir Gilbert Parker, entitled 'The Gunner of Percé Rock'. The steamer calls at the cod-fishing village of *Percé* (South Beach; Percé Rock Ho. from \$ 3 $\frac{1}{2}$; comp. p. 91), behind which rises the conspicuous *Mt. Ste. Anne* (1200 ft.) with a huge wooden statue of the Madonna on the top, and at *Barachois*. It then

crosses *Mal Bay* to *Point St. Peter*. This forms the S. extremity of *Gaspé Bay*, which we now ascend, with the dangerous beach of *Grand Grève* (p. 91) to the right, and *Douglastown*, at the mouth of the *St. John*, on the left. The town, the oldest on the peninsula, was settled by loyalists (p. xxiv) in 1784. *Cape Gaspé*, 690 ft. high, is the N. horn of the bay and the E. extremity of the peninsula. To the left, above *Douglastown*, opens the secure harbour of *Gaspé Basin*, on which lies the destination of the steamer, *Gaspé* or *Gaspé Basin* (176 M.; *Daker's. Merin's*, \$ 3: *U. S. Cons. Agent*), a small port with about 1400 inhab., including *York*, and important fisheries of salmon, mackerel, and cod. It is frequented in summer for the excellent angling in the *York* and *Dartmouth* rivers and the good boating in the Basin. *Cartier* landed here in 1544, taking possession of the country in the name of the King of France. In 1627 a French fleet under Adm. de Roquemont was destroyed in *Gaspé Basin* by the *Kirkos* (comp. p. 156). In 1760 *Gaspé* was captured by Commodore Byron (see below). — From *Gaspé* travellers may either return to *Campbellton* (see below) or go by steamer to *Quebec* (comp. p. 3) or *Montreal* (see R. 31). The island of *Anticosti* (p. 3), about 40 M. from *Cape Gaspé*, may be reached by a mail schooner sailing twice a month. — Railway route to *Gaspé* from *Matapedia*, see below. — Comp. 'The Heart of Gaspé', by *John M. Clarke* (New York, 1913; \$ 2).

From *Dalhousie Junction* the railway runs to the W. to (375 M.) *Campbellton* (*St. Louis*, \$ 3¹/₂; *Florence*, \$ 2¹/₂; *Brunswick*, \$ 2; *U. S. Consul*), a divisional point and town at the head of deep-water navigation, with 5569 inhab., carrying on a trade in fish and lumber. The town has been for the most part rebuilt after a devastating fire in 1910. It is visited to some extent as a summer-resort, for which its beautiful situation admirably fits it. It is also a favourite starting-point for fishing, hunting, and canoeing trips. The *Sugar Loaf* (950 ft.), rising behind the town, commands a charming view.

At *Cross Point* (ferry) or *Mission Point*, opposite *Campbellton*, on the N. bank of the *Restigouche*, is one of the chief villages of the *Micmac* or *Souriquois Indians*, with about 500 inhab., few of whom are of pure blood. The *Micmacs*, a nomad tribe of *Algonquin* stock, are scattered throughout the *Maritime Provinces* (comp. pp. 65, 66, 87), and in the peninsula of *Gaspé*, to the number of about 7000. They are excellent sportsmen and fishermen and afford admirable service as guides and canoe-men. See 'Legends of the *Micmacs*', by the *Rev. Silas T. Rand*.

About 24½ M. above *Campbellton*, on the *Quebec* side of the *Restigouche*, is *Point Bourdo*, about 3 M. above which lay the French town of *Petit Rochelle*, destroyed by the British fleet under Commodore Byron (see above) in 1760.

From *Campbellton* to *St. Leonard*, see p. 41; to *Gaspé*, see p. 89; to *Montreal*, see R. 31.

Just beyond *Campbellton* the train threads the only tunnel on the line and runs up the narrowing estuary (*Views to the right). We enter the province of *Quebec* (p. 157) just before crossing the *Restigouche* by a bridge 300 yds. long.

388 M. *Matapedia* (53 ft.; *Restigouche*, \$ 3), beautifully situated at the 'meeting of the waters' of the *Matapedia* and the *Restigouche* (p. 89), with the headquarters of the *Restigouche Salmon Club*.

FROM MATAPEDIA TO NEW CARLISLE, 98 M., *Quebec Oriental Railway* in 6 hrs. (fare \$ 4). This line skirts the N. shore of *Chaleur Bay* (p. 89) by a route in midsummer unsurpassed for its scenic beauty in E. America. — Most of the stations are unimportant. 13 M. *Cross Point* (see above); 22 M. *Point La Gorce*; 24 M. *Escuminac*, near *Sauvignac Bay* (see p. 89). — 36 M. *Nouvelle*,

in the valley of the trout-river of that name: 14 M. *Carleton* (Wilfred, St. Louis, § 2), a summer and bathing resort, with good boating, fishing, and shooting, near the base of *Mt. Tracadapash*. 33 M. *Maria* and the following stations are on *Cascapédia Bay*, which receives the waters of the *Grand Cascapédia River*, a salmon-stream renowned for the Restigouche (p. 89), and the *Little Cascapédia River*, almost equally famous. 68 M. *New Richmond* (Casimiro, Gauthier, § 21), near the mouth of the Little Cascapédia, with good boating, bathing, and fishing, has been a favourite summer-residence of several Governors-General. 79 M. *Cytha*. — 98 M. *New Carlisle* (*Château de la Vierge*, § 3). — Steamer to *Cap-Saint-Jacques* and *Montreal*, see p. 89 and R. 31.

FROM NEW CARLISLE TO GASPÉ. — 14 M. *Atlantic and a Western Railway* in 6 hrs. — 3 M. *Paspébiac* (*Bay des Espoirs*, § 2 $\frac{1}{2}$) is a village of about 2000 inhab., with a good harbour. It is one of the main seats of the great fishings of *Rob. N. Jones*, § 3 (*William* comp. p. 6). — Steamer to *Montreal*, see R. 31. — 18 M. *Port Daniel* (p. 89). 32 M. *Newport* (Thomas, § 2, p. 89). 74 M. *Grand Lac* (p. 89), and (97 M.) *Paré* (p. 89) are called at by steamers from *Montreal* (see R. 31). — 10 M. *Grand Grèce* (comp. p. 90), a fishing settlement. — 104 M. *Gaspé*, see p. 90.

We now leave the English-speaking country and enter a French-Canadian district. The characteristics of the inhabitants of this region are well described in the following quotation from a pamphlet by *W. Kilby Reynolds*.

“A quiet people are these *habitants* of the Lower St. Lawrence, simple in their tastes, primitive in their ways, and having an abiding devotion to their mother tongue and mother church. The opening-up of the country has changed them a little, in the larger villages, but as a whole they are much as they have been for the last two hundred years. Their ways are nearly as the ways of their fathers. The railway and telegraph of the nineteenth century run through a country in which hundreds of people are to all intents and purposes in the sixteenth century. Not to their disrespect be this said, but as showing the tenacity with which they adhere to their language, manner, and customs. They are as conservative as any people on earth. Where innovation are thrust upon them by the march of progress they adapt themselves to the change; but where they are left to themselves they are happy in the enjoyment of the life their fathers led, and are vexed by no restless ambition to be other than they have been. Their wants are few and easily supplied; they live peaceful and moral lives; and they are filled with an abiding love for their language and a profound veneration for their religion. By nature light-hearted and vivacious, they are optimists without knowing it. Inured to the climate, they find enjoyment in its most rigorous seasons. French in all their thoughts, words, and deeds, they are yet loyal to the British crown and contented under British rule. The ancient laws are secured to them by solemn compact; and their language and religion are landmarks which will never be moved. In places where the English have established themselves, some of the *habitants* understand the language of the intruders, but none of them adopt it as their own. The mingling of races has a contrary effect, and the English tongue must yield to the French. There are many Englishmen in this country whose children do not understand a word of their father's native tongue; but there are no Frenchmen whose children are ignorant of the language of France.

Where the advent of the tourist has not robbed the native of his simplicity of character, he is likely to make a favourable impression on the stranger. He is the type of a peculiar people, many of whom are in very humble circumstances. Among the elders books are often sealed mysteries; it is enough for them to know what their church teaches, and for them to obey it. Their condition of life is not such as conduces to refinement, but they have much of that true politeness which is dictated by sincerity, and they seek to fulfil the stranger's wishes as a matter of plain duty.”

From Matapedia we ascend the beautiful **Valley of the Matapedia*, hugging the river closely for about 60 M. and crossing it many times. The valley is enclosed by wood-clad hills 500-1000 ft. high, which approach each other so closely at places as barely to leave room for the river, the railway, and the well-built highroad. The river forms innumerable rapids and is one of the most famous salmon-streams in Canada. As usual, the salmon-fishing is all in private hands and strictly preserved; but good trout-fishing and fair though simple accommodation may be obtained at almost any of the stations along the line.

393 M. *St. Alexis*; 409 M. *Routhierville*; 416 M. *Ste. Florence* (366 ft.). — 423 M. *Causapscal* (454 ft.; Causapscal, \$ 2½; Blais, \$ 2), at the mouth of that river, is the chief angling-resort in the valley. Good trout-fishing is obtained in various small lakes. The shooting-lodge in which Lord Mount Stephen (see below) used to entertain the Princess Louise has been sold to the Restigouche Salmon Club. — 430 M. *Lac au Saumon* (Desrosier, \$ 1½); 436 M. *Amqui* (Coulombe, \$ 3), at the junction of the river of that name with the Matapedia. 444 M. *Val Brillant* (Ouellet, \$ 2½); 451 M. *Sayabec* (578 ft.; Lebel, \$ 1½), near the N. end of *Lake Matapedia* (515 ft.; 16 M. long), which we see to the right. We now ascend to the highest point of the line (771 ft.), near *Lake Malfait* (750 ft.), and descend rapidly on the other side to (471 M.) *Petit Metis* (569 ft.).

Petit Metis (*Seaside, Cascade, \$ 4; Boule Rock, \$ 3½; Turriff Hall, \$ 3*) lies on the St. Lawrence, 6 M. to the N. of the station, and has become a favourite summer-resort. It has a good sandy beach, on which the salt waves of the St. Lawrence, here nearly 40 M. wide, roll in with something of an oceanic effect. Among the cottages is the tasteful fishing-lodge of the late Lord Mount Stephen (p. 327). The *Grand* and *Little Metis Rivers* contain salmon and trout (the latter free to all-comers), and good trout-fishing is to be had in the *Metis Lakes*. Partridge, wild-fowl, and caribou are found in the woods and on the shore. Pleasant drives may be taken to (7 M.) the falls of the two rivers above named and to other points.

475 M. *St. Octave* is the station for *Grand Metis*, with its mixture of Scottish Presbyterians and French Catholics. The line now approaches the St. Lawrence. We cross the *Metis River* and bend to the left (S.). — From (481 M.) *Mont Joli* (266 ft.; Victoria, \$ 3; change of time, see p. xii) a branch-line runs to (35 M.) *Matane* (pop. 2000; comp. p. 4). 494 M. *St. Anaclet* is the station for *Father Point* (see p. 4), where outward-bound vessels discharge their pilots.

499 M. *Rimouski* (54 ft.; *Rimouski, St. Germain, St. Louis, \$ 2½*) a small town with 3200 inhab. and a trade in lumber, is best known as the port of call of the ocean-steamers, where passengers and mails from (or for) the Maritime Provinces embark or disembark (comp. p. 4). It is the seat of a Roman Catholic bishop and possesses a substantial stone cathedral, convents, a seminary, a normal school, etc. The long *Pier* juts out into the water for nearly a mile and is a favourite promenade of the summer-visitors, most of whom are French. The *Rimouski River* is an important salmon-

stream, but is under lease. Good trout-fishing and shooting are, however, easily obtained. The harbour is protected by *St. Barnabé Island*, to which attaches a romantic legend.

We cross the deep and narrow gorge of a small stream flowing into Bic Harbour just before reaching (509 M.) *Bic* (82 ft.; Canada Hotel, \$ 2½; Laval, \$ 3), with 2150 inhab., charmingly situated on a bay of the St. Lawrence, with a background of hills (1300 ft.) and a fore-ground of islands. It is visited in summer by a few lovers of quiet, picturesqueness, and fishing.

L'Islet au Massacre, near Bic, derives its name from the story that 200 Micmac Indians were here slaughtered by the Iroquois, who built a fire in the mouth of the cave in which their victims had taken refuge.

Just beyond Bic the railway passes one of the most romantic pieces of scenery in its whole extent, running on a shelf cut out of the steep hills surrounding the village, with the cliffs rising 250 ft. above the train on the left, while below, to the right, lie the lowlands adjoining the St. Lawrence, as well as the river itself, here 25 M. wide. — The coast-hills near (519 M.) *St. Fabien* (445 ft.) are picturesque. — About 3 M. to the S.E. of (528 M.) *St. Simon* (296 ft.) is the pretty lake of that name, well stocked with fish. — 537 M. *Trois Pistoles* (112 ft.; Victoria, Lavigne, \$ 2½), a village with 1250 inhabitants. It is frequented to some extent by summer-visitors, and good fishing may be enjoyed in the *Trois Pistoles* and other waters of the district. Just beyond it we cross a high bridge over the pretty *Rivière Trois Pistoles*. 548 M. *Isle Verte* is the station for *Green Island* (Beauchêne, \$ 2, comp. p. 4). — 556 M. *St. Arsène* is a convenient point from which to reach (12 M.) *Lake St. Hubert* for fishing. — 559 M. *Cacouna Station*, 2½ M. from the fashionable watering-place of *Cacouna* (see below; cab \$ 1, bargaining advisable). Close by is *Kamouraska* (p. 94), nearly opposite Murray Bay and guarded by an archipelago of small islands. The St. Lawrence is here about 14-15 M. wide.

Cacouna (*Mansion*, \$ 3; *Cacouna, Infer*, \$ 2½; numerous boarding-houses; golf course) lies on a bank rising about 100 ft. above the St. Lawrence, and is one of the most fashionable summer-resorts of Canada. Its situation commands a fine view of the broad St. Lawrence, backed by the dark Laurentian Mts. (especially beautiful at sunset); and a smooth sandy beach gives good opportunity for bathing. The scenery around it is less rugged than that of Murray Bay, and the water is somewhat less chilly. Fair trout-fishing is obtained in (3 M.) *Trout Brook*, but better sport is afforded by the lakes, 12-15 M. distant. Many Canadian families have pleasant summer-cottages here, and the gaiety of the place centres, perhaps, round these rather than round the hotels. *Cacouna* is much quieter and simpler than the fashionable resorts of the United States. The village contains about 1500 inhab., nearly all French; and near it, on the beach, is a small settlement of Indians, of whom souvenirs may be purchased. — *Point à Beaulieu*, 6 M. from *Cacouna*, lies about 2½ M. from the end of a long pier and makes a very picturesque effect, with its large church and white houses, as seen from the river.

564 M. *Rivière du Loup* or *Fraserville* (315 ft.; *Château Grandville*, \$ 4; *Bellevue*, \$ 3; *Victoria*, *Ophir*, \$ 2½; U. S. Consul).

a town of 7000 inhab., picturesquely situated on high ground on the *Rivière du Loup*, a little above its confluence with the St. Lawrence. It is a railway-centre of some importance (see below) and is also frequented as a summer-resort on account of its facilities for bathing, boating, shooting, and fishing.

The name of *Rivière du Loup* is said to be derived from the seals (*loup marins*) that used to frequent its shoals, while Fraserville is in honour of the family of Fraser (long since Gallicized; comp. p. 177), in whom the seigneurial rights were for many years vested. — The most conspicuous building in the town is the *Parish Church*, a large edifice with a lofty spire. — A short way above the railway-bridge the *Rivière du Loup* descends about 200 ft. in a series of picturesque *Falls. — Good trout-fishing may be had in many lakes and streams within easy reach of *Rivière du Loup*. The salmon-fisheries are generally leased to private individuals, but a stranger can often obtain permission to try his hand. The adjacent woods abound in partridges, and water-fowl frequent the St. Lawrence and other rivers in great number. Caribou may be shot at no great distance. Information and guides may be obtained at the hotels.

FROM RIVIÈRE DU LOUP TO CONNORS, 113 M., *Temiscouata Railway* in 5-9 hrs. (fare \$4.55). — This picturesque line runs to the S.E., through a district rich in interest for the angler and sportsman. Beyond (43 M.) *Cabano*, the junction for a projected line from Lake Frontenac (p. 22), we reach the W. bank of **Lake Temiscouata** (482 ft.; area 29 sq. M.), a narrow sheet of water, about 22 M. long, abounding in large-sized trout and 'téladi', called popularly 'two ladies', a corruption of 'tous les deux', as a supposed hybrid, a heavy fish of the salmon family. Good shooting is obtained on its banks. The *Tuladi River*, entering the lake from the N.E., is famed for its trout. 51 M. (*Cloutiers* and (52 M.) *Notre Dame du Lac* (517 ft.; Rail. Restaurant) are favourite sporting-quarters. — Beyond the lake we follow the *Madawaska River* (left; pp. 34, 41) and soon enter *New Brunswick* (p. 36). The *Madawaska Valley* is mainly peopled by descendants of the Acadians, who settled here after their expulsion from Nova Scotia (p. 73). — At (81 M.) *Edmundston* (p. 41) we connect with the C.P.R. (see R. 13), and with the C.N.R. (see R. 24b). — Our line now turns to the right (W.) and skirts the N. bank of the *St. John* (p. 33), here forming the boundary between *New Brunswick* and *Maine*. 89 M. *St. Hilaire*, opposite *Frenchville* (Me.); 101 M. *Clair* (Clair, § 2), whence a ferry plies to *Fort Kent* (Me.; see p. 46). — 113 M. *Connors* (569 ft.; Connors, from § 2½) affords good headquarters for sport in the *St. François River District*.

570 M. *Old Lake Road* is the station for *Notre Dame du Portage*, so called from the short 'portage' here (ca. 25 M.) between the St. Lawrence and the headwaters of the St. John (p. 33). — 576 M. *St. Alexandre* (370 ft.); 580 M. *St. André*; 584 M. *Ste. Helene* (323 ft.); 586 M. *Doessaint*. 589 M. *St. Paschal* (Victoria, § 3; pop. 3000) is the station for the quiet watering-place of **Kamouraska** (*St. Louis, Windsor*), which lies 5 M. to the N.W., on the St. Lawrence, and affords good salt-water bathing. It possesses a large church and convent. Off-shore lie the *Kamouraska Islands*. — 595 M. *St. Philippe de Neri*. — 599 M. *Rivière Ouelle Junction* was the home of the *Abbé Cusgrain*, the historian and antiquarian, and the scene of his romance 'La Jongleuse', based on the history of Mme. Houel, who was captured here by the Iroquois in the 17th century.

A short branch-line runs hence in 20 min. to (7 M.) *Rivière Ouelle Wharf* (Laurentide Hotel, § 2½), whence a steamer crosses the St. Lawrence River to (1-2 hrs.) *Murray Bay* (p. 177), calling at *St. Irénée* (p. 177).

605 M. **Ste. Anne de la Pocatière** (*Victoria*, \$ 3) is a flourishing little town (pop. 3200) on the St. Lawrence, with a college (500 students; museum; agricultural school and model farm), a large Convent of the Grey Nuns, and a Dominion experimental station (1911; 340 acres). — 620 M. *St. Jean Port Joli* (176 ft.; Caron, \$ 2½; pop. 2500), the chief scene of *De Gaspé's* story, 'Les Anciens Canadiens'; 629 M. *L'Islet*; 635 M. *Cap St. Ignace* (Bernier, \$ 2½). — We obtain a view of *Cap Tourmente* (p. 178), on the other side of the St. Lawrence, and cross the *Rivière au Sud*, which forms a small waterfall here, just before reaching (642 M.) *Montmagny* (55 ft.; Gamaque, Jollet, \$ 2½), an industrial town of 4500 inhab., with its college, convent, large church, and pulp-mill. — From this point a fertile champagne country, one of the finest level farming regions in Quebec, extends to beyond St. Charles (see below). The *Laurentide Mts.* (p. 172) are seen to the right, beyond the St. Lawrence; the river itself is not visible, the plain stretching apparently to the foot of the mountains. 647 M. *St. Pierre*, 650 M. *St. François* (134 ft.); 656 M. *St. Valier* (156 ft.); 659 M. *La Durantaye*. Beyond (665 M.) *St. Charles Junction* (297 ft.), whence a direct line runs to (17 M.) *Chaudière Junction* (p. 150), we again come into sight of the river. At (674 M.) *Hurlak Junction* we cross the line of the Quebec Central Railway (p. 22). 677 M. *St. Joseph*. The line skirts the St. Lawrence pretty closely and we enjoy good views (right) of the river, the S. side of the *Isle of Orleans* (p. 168), and the *Montmorency Falls* (p. 170).

679 M. *Lévis* and ferry thence to *Quebec*, see p. 150.

b. Viâ Edmundston.

608 M. CANADIAN NATIONAL RAILWAYS in 25¼ hrs. — The trains run on Atlantic Standard time from Halifax to Edmundston and on E. Standard time (1 hr. slower; comp. p. xiii) thence to Quebec.

From Halifax to (189 M.) *Moncton*, see pp. 82-85. We cross the *Canoan River*. 241½ M. from Moncton. 223 M. *Alward*; 239 M. *Bronson*. At (246 M.) *Chipman* (Chipman Ho., \$ 3; Hasson Ho., Glenn Ho., \$ 2; pop. 2042 in 1911), on the *Salmon River*, we intersect the line from Norton to Minto (see p. 38). Daily steamer to *St. John*, see p. 35. — At (286 M.) *McGirney's Junction* (p. 87) we cross the line from Newcastle to Fredericton. Beyond (307 M.) *Napadogan* (Rail. Restaurant) the railway traverses a barren district, devastated by forest fires, and runs towards the N.W. 336 M. *Summit*; 349 M. *Longley*. — From (355 M.) **Plaster Rock** (379 ft.; *Turner*, \$ 2), on the *Tobique River* (p. 40), with rich deposits of gypsum and immense supplies of pulp-wood, a branch of the C.P.R. runs to *Perth Junction* (p. 40). — Near (367 M.) *Blue Bell* a tract of 50,000 acres has lately been opened for settlement. Between (372 M.) *Peterson* and (376 M.) *Drummond* we cross the *Little Salmon River* by a viaduct 3918 ft.

long and 200 ft. high. From (383 M.) *Grand Falls* (see p. 40), also a station on the C.P.R., our line runs parallel to the latter as far as Edmundston (see R. 13). 395 M. *St. Leonard* (see p. 41). 404 M. *Quisibis*.

Beyond (420 M.) *Edmundston* (see p. 41; change of time see p. 95), a divisional point (see R. 13 and p. 94), the line again bears towards the W., crossing the extreme W. corner of New Brunswick. 449 M. *Courchesne* is the first station in *Quebec* (p. 157). 473 M. *Estcourt*. The railway presently bends sharply towards the S.W. and traverses the fertile valley of the St. Lawrence at a distance of about 20 M. from the river. Most of the stations are as yet only names. 544 M. *Monk* (Rail. Restaurant); 564 M. *Ste. Apolline*; 576 M. *Rosaire*; 606 M. *Ahenakis*. At (623 M.) *St. Anselme* (p. 22) we cross the Quebec Central Railway. — 645 M. *Diamond*, 6 M. beyond which the railway is carried across the St. Lawrence River by the great ***Quebec Bridge**, a steel cantilever bridge, begun in 1905 and opened for traffic in 1918, after having twice collapsed (1907 and 1916) during its construction. It possesses the largest single cantilever span in the world, measuring 1800 ft. between the main piers (main span of Forth Bridge ca. 1700 ft., that of Brooklyn Bridge 1595 ft.).

668 M. *Quebec* (Palais Station), see p. 154.

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25. Prince Edward Island.

Comp. Map at p. 59.

APPROACHES. The most convenient approach to Prince Edward Island, feasible throughout the whole year, is by railway by means of the *Railway Car Ferry* mentioned at p. 98.

The fine steamer 'Northumberland' of the *Charlottetown Steam Navigation Co.* leaves *Pictou* (p. 60) every week-day in summer for (50 M.) *Charlottetown*, on the arrival of the morning-train from *Halifax* (4-5 hrs.). *Comp. p. 99.* — The steamer 'Empress' of the same company leaves *Point du Chêne* (p. 85) every week-day, on the arrival of the morning-train from *St. John* and *Boston* and (in summer) of the 'Ocean Limited' from *Montreal*, for (33 M.) *Summerside* (2-3 hrs.). *Comp. p. 99.* — In winter the specially-built steamers 'Minto' and 'Earl Grey' ply from *Pictou* to *Charlottetown* and *Georgetown*, when the ice permits. — *Charlottetown* may also be reached by steamers of the *Quebec S. S. Co.* from *Montreal* and *Quebec* or by steamers of the *Canada Atlantic & Plant S. S. Co.* from *Halifax* via the *Strait of Canso* (*comp. p. 64*). — Steamers also sail from *Pictou* to *Georgetown* and *Souris* (*comp. p. 60*).

GENERAL SKETCH. Prince Edward Island, the smallest province of the Dominion of Canada, 150 M. in extreme length, 35 M. in extreme breadth, and 2184 sq. M. in area, lies in the S. part of the Gulf of St. Lawrence and is separated from the mainland by *Northumberland Strait* (p. 99). The surface is level or slightly undulating and nowhere exceeds 300 ft. in height. The red soil, underlain by red sandstone rock, is fertile, and the island, about two-thirds of which are under cultivation, has a fair claim to the title 'Garden of the Gulf'. The natural richness of the soil is reinforced by a dressing of 'mussel-mud' formed by vast deposits of decomposed shell-fish on the shore. Its scenery is hardly of a nature to repay a veteran traveller, but those who wish a quiet, cool, and not too expensive summer-resort with good boating, bathing, fishing, and (in autumn) shooting (wild geese and ducks, brent, partridges, etc.), will find many spots on the island to suit them. The waters surrounding its shores are warmer than those of the Bay of Fundy or the Maine Coast, being shallower and sheltered from the influence of arctic currents, and therefore much more suitable for bathing. Prince Edward Island is the most densely populated province in Canada, containing (1921) 88,536 inhab. or 41 to the square mile, but of late the population has declined, the decrease being $5\frac{1}{2}$ per cent since 1911 (93,723). About two-fifths of these are of Scottish descent, the rest being English, Irish, and Acadian French. There are also about 300 Micmac Indians (p. 90). About 45 per cent of the inhabitants are Roman Catholics. The chief occupations are agriculture and fishing (lobsters, oysters, cod, etc.), the value of the latter being \$1,554,770 in 1919; manufactures are unimportant and local in character. There are nearly 300 lobster canneries in the island. Fox-breeding which was originated in the island in 1887 has lately led to the establishment of fox-ranches (comp. p. 101), numbering over 500 in 1920 (15,000-23,000 animals), for breeding black and silver-grey foxes, the pelts of which realize prices up to \$2000 and even more. There is also a large export trade in breeding stock. Other fur-bearing animals are 'farmed' in the same way.

HISTORY. Prince Edward Island is said, on very slight grounds, to have been discovered by Cabot in 1497. It is also said to have been visited by Champlain on St. John's Day, 1608, and to have been called by him *Isle St. Jean*. The Indian name was *Abegweit* or *Epayguet*, meaning 'anchored on the wave'. The island was included in the French domain of Acadia (comp. p. 53), but received no permanent European settlers till the cession of Nova Scotia to England (1713), when a few Acadians moved over here. In 1760, when it was formally ceded to the English, it contained over 4000 inhabitants. The island was at first annexed to Nova Scotia, and granted to 100 English and Scottish gentlemen, whose efforts at colonizing were not very efficacious. In 1769 it was made a separate province, but its name was not changed to its present form, assumed in compliment to the Duke of Kent (p. 53), till 1798. In 1803 the Earl of Selkirk (p. 271) sent over 800 Highland colonists, and from then till 1850 the immigration was considerable. The province joined the Dominion of Canada in 1873.

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Approaches to Prince Edward Island.

3. FROM CAPE TORMENTINE TO CHARLOTTETOWN, 54 M. — At *Cape Tormentine*, the terminus of the C.N.R. line from Sackville (see p. 85), connection is made with the *Railway Car Ferry*, established by the Dominion Government in 1918, which runs across *Northumberland Strait* (p. 99) to (11 M.) *Borden* (Gerard, \$3 $\frac{1}{4}$; Lansdowne Hotel), in *Prince Edward Island*, near *Cape Traverse*.

At Borden we connect with the Government Railway which runs hence almost due N. to (12 M. from Borden) *Emerald Junction* (Dominion, \$ 2; see p. 101) where our line diverges to the E. — Farther on, the *Hunter River* flows to the S. of the railway. — 23 M. *Hunter River* (Hunter River Hotel, \$ 2½) is the station for (7 M.; stage) *Rustic* (Urby Point Hotel, \$ 2½) on the N. shore, one of the best bathing, boating, and fishing resorts in the island, with a good sandy beach. — 27 M. *North Wiltshire*. At (33 M.) *Milton* we cross the headwaters of the *York River*. — At (38 M.) *Royalty Junction* (p. 102) the line bends towards the S.E. 40 M. *Cemetery Station*. We finally pass *St. Duncan's* and approach the *Hillsborough River*. 43 M. *Charlottetown*, see below.

b. FROM PICTOU HARBOUR TO (50 M.) CHARLOTTETOWN (steamer, see p. 97). — On leaving *Pictou Harbour* (p. 60), the steamer steers to the left (N.W.), passing through the *Caribou Channel*, with *Pictou Island* (4 M. long; lighthouse) at some distance to the right. *Caribou Island*, close to the mainland, on the left, also has a lighthouse. As we approach the other side of **Northumberland Strait**, 7-25 M. wide, dividing the mainland from Prince Edward Island, we see *Prim Point*, to the right, a flat promontory, with a lighthouse. This marks the entrance to *Hillsborough Bay*, across which we steer a little to the W. of N., towards *Charlottetown Harbour*. The bright red beaches of the island, due to the red sandstone which is the predominant factor of its geological structure, contrast strikingly with its green foliage as we near the shore. We enter the harbour by a narrow channel between *Blackhouse Point* on the left and *Sea Trout Point* on the right. *Charlottetown*, see below. The hotels are within a few minutes' walk of the pier.

c. FROM POINT DU CHÊNE TO (33 M.) SUMMERSIDE (steamer, see p. 97). — From *Point du Chêne* (p. 85) the course of the steamer across *Shediac Bay* and *Northumberland Strait*, here 12-20 M. wide, is about N.E. The first part of Prince Edward Island to come in sight is *Cape Egmont*, with its low cliffs of red sandstone. *Summerside* (p. 101) lies in the middle of *Bedeque Bay*. To the right lie *Indian Point* and *Indian Island*.

Charlottetown.

The **Railway Station** (comp. p. 101) lies at the E. end of the city.

Hotels. **QUEEN**, from \$ 3½, well spoken of; **REVERE**, from \$ 3; **RISS**, \$ 3½; **DAVIES**, \$ 2½; **LENOX**, from \$ 2.

Tourist Information Bureau, over the Royal Bank, corner of Queen St. and Richmond St. — **United States Consul**, *Mr. C. L. Livingston*. — The *Belvidere Golf Links* are situated 2 M. to the E. of the town.

Charlottetown, the capital of Prince Edward Island (see p. 98), with (1921) 12,329 inhab., is pleasantly situated on the S. side of the island, on an excellent harbour formed by the confluence of the *Hillsborough* or *East* (bridge, see p. 102), the *York* or *North*, and the *Elliott* or *West Rivers*. It is regularly laid out, and the width of the

main streets (100 ft.) gives it a spacious and inviting air. Most of the buildings are of wood, but there are also many substantial structures of brick and stone. Charlottetown is the chief port of the island and carries on a large export-trade in farm-produce and fish. It also has various industries and there is a Government Experimental Farm. — The mean temperature in Jan. is 15° Fahr., and in Aug. 65°. The average annual precipitation is about 42 inches.

Port la Joie, as the French called Charlottetown (comp. p. 101), appears about 1750 as the seat of the executive of the island, with a fort and a small garrison; but no houses seem to have been erected on the site of the present city till 1768, under British rule. In 1775 the small capital was taken and plundered by two American cruisers, but Washington rebuked the officious privateers and sent back the captives and their property. In 1864 Charlottetown was the seat of the conference at which the project of Canadian confederation first took definite shape (comp. pp. xvi, 157).

The focus of Charlottetown life and activity is ***QUEEN SQUARE**, in which stand the principal public buildings, surrounded by grounds adorned with tasteful flower-beds. In the centre is the **Provincial Building**, a substantial stone structure, containing the *Legislative Assembly* (2nd floor), with portraits of P.E.I. statesmen, and the *Legislative and Dodd Public Libraries*. To the right (E.) rises the *Court House*, from the flat roof of which, as from the cupola of the Provincial Building, an excellent ***View** is obtained of Charlottetown and its surroundings. In front of these buildings stands a monument to soldiers who served in the South African War (1899-1902). To the W. of the Provincial Building are the *Post Office* and the red sandstone *Market House* (market-days, Tues. & Frid.). The *Church of St. Paul* contains the baptismal register of Margaret Gordon, 'Carlyle's first love' (see 'Carlyle's First Love', by R. C. Archibald). Round the square, especially on the S., W., and N. sides, are the best shops of Charlottetown. Band-concerts are frequently given in Queen Square on summer-evenings.

In *Great George St.*, a little to the S. of Queen Sq., rises the large *Cathedral of St. Dunstan* (R.C.), with its twin spires.

To the E. of Queen Square is **HILLSBOROUGH SQUARE**, with the large *Convent of Notre Dame*. Adjacent, in Weymouth St., is the united *Prince of Wales College & Normal School*.

From the S.W. corner of Queen Square we may proceed along Queen St. to the *City Building*, and then follow Kent St. to the left, passing *Rochford Square*, *West Kent School*, and the *Armoury* (all on the right), to the Park Roadway, with the *Government House* (r.). The Park Roadway leads past *Fort Edward*, round the water-front, and through *Victoria Park*, with its cricket and lawn-tennis grounds. We return by the same route in order to enjoy the view of the harbour and of the city. If we are driving, it is best to return by way of Brighton Road to Queen Square.

On the heights on the N. outskirts of the city is the *College of St. Dunstan* (R.C.), a large school for boys, affiliated with the Laval

University of Quebec (p. 162). — The large *Lunatic Asylum* occupies a point projecting into the East River, and near it is the *Trotting Park*.

The *ROADS* in the vicinity of Charlottetown are good and afford opportunity for pleasant if not especially picturesque drives. Among the favourite drives are those to (10 M.) *Pointe à la Croix* (Forester, \$1½), on Hillsborough Bay, *Hampton* (see below), *Keppock*, (12 M.) *Brackley Beach* (p. 102), and (18 M.) *Tracadie Bay* (p. 102). — The *WATER TRIPS* are more inviting. A small ferry-steamers (bridge, see p. 102) crosses half-hourly to *Southport*, on the opposite side of the Hillsborough River (view from Tea Hill). Another ferry runs hourly to *Rocky Point*, a favourite holiday-resort where there are an Indian encampment and the relics of *Port La Joie*, the early French capital of the island (comp. p. 100). Here is a group of summer cottages, with a common dining hall and restaurant. — A steamer running to (18 M.) *Oricell* gives a good view of *Hillsborough Bay*. — Steamers also ascend the *East or Hillsborough River* (to *Mt. Stewart*, see p. 102; a very pleasant trip) and the *West River* and run to *Hampton* (Pleasant View Hotel, \$2). — A somewhat longer excursion, very popular with the people of Charlottetown, skirts the shore to the W. to *Victoria Beach*, &c. — *BOATING* and *SAILING* can be enjoyed in the harbour, rivers, and bay. — A visit should be paid to one of the numerous *For Ranches* (comp. p. 98) in the environs.

Railway Excursions from Charlottetown.

FROM CHARLOTTETOWN TO TIGNISH, 116 M. (fare \$4.15); to (48 M.) *Summerside* in 3-4 hrs. (\$1.75), thence to (68 M.) *Tignish* in 3½-5½ hrs. — From Charlottetown to (31 M.) *Emerald Junction*, where our line diverges to the right from that to Borden, see p. 99. — From (40 M.) *Kensington* (Brunswick, \$3) coaches run to (7 M.) *Malpeque* (Hodgson Ho., \$2½), at the mouth of *Malpeque Bay*. The head of *Grenville Bay* is seen about 4 M. to the N.E. The so-called *Malpeque oysters* have an excellent reputation. — Beyond *Kensington* the line runs to the S.W. and near (44 M.) *New Annon* reaches the narrowest part of the island, where the inroads of *Malpeque Bay* on the N. and *Bedeque Bay* on the S. reduce its width to 3½ M.

48 M. *Summerside* (*Clifton*, \$4; *Queen*, \$2½; *Mawley Ho.*, \$2; *U. S. Cons. Agent*), a thriving little seaport and tourist-resort of 3228 inhab., with an export-trade in farm-produce and *Malpeque oysters* (see above), is the terminus of the best steamboat-service between *Prince Edward Island* and the mainland (comp. p. 97). The train runs on to the wharf, alongside the steamer. — Good fishing is obtainable in the *Dunk River*, near *Summerside*.

The line beyond *Summerside* calls for little remark. 53 M. *Miscouche*, with its two-spired church, to the right; 60 M. *Wellington* (*Poirier*, \$2½); 70 M. *Port Hill Station*, about 3 M. from the ship-building village on *Malpeque Bay*. At (79 M.) *Portage* the island is only 4 M. wide. The N. end of the island, which we now reach, is largely inhabited by *Acadians*. — 88 M. *O'Leary* (*Orient*, \$2½). 103 M. *Alberton* (*Albion Terrace*, \$3), on the attractive *Cascumpeque Bay*, seen to the right as we approach, is a prosperous ship-building and fishing village (pop. 700). The train backs out of this station and runs towards the N.

116 M. **Tignish** (*Bellerue*, \$ 3, *Bernard*, \$ 2), the terminus of the railway, is a small but important fishing-village. The inhabitants, who are French and Highland Roman Catholics, support a large church and convent. Tignish is about 8 M. from *North Point*, the northernmost extremity of the island (lighthouse).

FROM CHARLOTTETOWN TO MURRAY HARBOUR. 48 M., railway in 2³/₄-4 hrs. (fare \$ 1.75). This line traverses a rich agricultural district. — Leaving Charlottetown, the train crosses the Hillsborough River by a fine steel bridge, ³/₄ M. long. 2 M. *Southport* (ferry to Charlottetown, see p. 101); 9 M. *Mt. Albion*; 13 M. *Lake Verde*; 20 M. *Uigg*; 32 M. *Mcville*; 40 M. *Hopfield*; 44 M. *Murray River* (Keenan's, \$ 2¹/₂). — 48 M. *Murray Harbour* (Prowse, \$ 2), on the estuary of the Murray River, near *Cape Bear* (wireless station). Steamers ply from Murray Harbour to *Pictou* (p. 60).

FROM CHARLOTTETOWN TO SOURIS. 60 M., railway in 3-4¹/₂ hrs. (fare \$ 2.25); to GEORGETOWN (46 M.) in 3-4 hrs. (fare \$ 1.75). — From Charlottetown to (5 M.) *Royalty Junction*, see p. 99. Here we turn to the right (N.E.) and ascend the fertile valley of the *Hillsborough River* (not visible at first). — 9 M. *York* is the station for the small seaside-resorts of *Brackley Beach* (Sea View, \$ ²³/₄), *Brackley Point* (McCallums, \$ 2¹/₂; Borden-Gerard, \$ ³¹/₄), and *Stanhope* (Cliff, \$ 2¹/₂; North Shore), noted for its interesting *Cliff. — 14 M. *Bedford* is the station for *Tracadie Bay* (hotel), 4¹/₂ M. to the N., the site of an early Acadian colony. The attractions of this resort include golf-links, a good sandy beach, and mackerel-fishing in the bay. — Beyond (17 M.) *Tracadie* we see the Hillsborough to the right. — 22 M. *Mount Stewart Junction* (Savoy, \$ 2), a ship-building village with 500 inhab., near the head of the Hillsborough River (p. 101).

FROM MOUNT STEWART JUNCTION TO GEORGETOWN, 24 M., railway in 1³/₄-2¹/₄ hrs. (fare 95 c.). — This line crosses the Hillsborough and runs towards the S.E. 18 M. *Cardigan*, at the head of navigation on the *Cardigan River*. From (19 M.) *Montague Junction* a branch line runs to (6 M.) *Montague* (McDonald's, \$ 3; Commercial, \$ 2¹/₂; pop. 800). — 24 M. *Georgetown* (Aitken, McDonald's, \$ 2¹/₂; U.S. Consul), a small seaport with 1000 inhab., situated on a peninsula between the rivers *Cardigan* and *Brudenell*. It carries on a brisk trade in agricultural produce. Steamers ply hence to *Lower Montague* (Stewart, \$ 2), *Charlottetown* (p. 99), *Pictou* (p. 60), and the *Magdalen Islands* (p. 103).

The Souris train keeps to the N. of the Hillsborough River and runs towards the E. Beyond (31 M.) *Morell*, on the *Morell River* (good fishing), we skirt *St. Peter's Bay* (left). 39 M. *St. Peter's* (Bay View, \$ 2), a village at the head of the bay, carries on a considerable trade. The sea-trout in the bay afford good sport. — From (55 M.) *Harmony Junction* a branch-line runs to (10 M.) *Elmira*.

60 M. *Souris* (Sea View, \$ 3¹/₂; McInnis, \$ 2), a town with 1100 inhab., lies on *Colville Harbour*, about 14 M. from *East Point*, the end of the island in this direction. It carries on a trade with *St. Pierre* (p. 129), and steamers ply hence to *Pictou* (p. 60), the *Magdalen Islands* (p. 103), etc.



NEWFOUNDLAND

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About 50 M. to the N. of East Point, in the Gulf of St. Lawrence, are the **Magdalen Islands**, reached in about 16 hrs. by a steamer sailing from *Peterborough* (p. 60) on Mon. & Thurs. and calling at *Souris* (p. 102). Fare \$ 3 1/2, return \$ 6 1/2. They are sometimes visited for the sake of the sea-trout fishing; but the accommodation for tourists is of the most primitive description. Of the thirteen islands, which have a total population of about 7000 hardy Acadian fishermen, the largest is *Cape Breton Island*, and the most important *Amherst* (Hotel). During the cod and mackerel fishing-seasons the islands are frequented by hundreds of Canadian and American boats. The industries of lobster fishing and canning are also important, and in winter seals are sometimes captured on the floating ice. The *Bird Isles* are haunted by immense numbers of sea-birds of various kinds. *Bealman's Isle*, lying by Tom Moore, lies about 8 M. to the W. of Amherst.

26. Newfoundland, with an Excursion to Labrador.

Approaches. *St. John's* (p. 11) is reached from *Halifax* (p. 50; 490 M.) in about 2 days by the safe and comfortable steamers of the **Rio Cross Line**, sailing every 7 days (first cabin \$ 35, return \$ 65, second cabin \$ 20 and \$ 35). There is also a fortnightly service of the **Furness Line**. From *Montreal* (p. 131; 170 M.) *St. John's* is reached in about 6 days by steamer of the **Black Diamond Line** (fare \$ 25), sailing weekly. — From *New York* (p. 10; 1100 M.) *St. John's* is reached by weekly steamers of the **Rio Cross Line** in 5-5 1/2 days, including a stopover of 1 day at *Halifax* (comp. above, first cabin \$ 65, return \$ 120, second cabin \$ 40 and \$ 75). — From *Liverpool* (190 M.) *St. John's* is reached in 7 days by fortnightly steamers of the **Furness Line** (comp. above, fare from \$ 25). Newfoundland is also reached from all parts of the United States and Canada by steamers of the **Reid Nfld. Co.**, sailing thrice weekly across the Cabot Strait between *North Sydney Wharf* (in winter *Lebanon*) and (10 M.) *Point-a-la-Pique*, in close connection with the C.N.R. and the **Reid Nfld. Co.** (see p. 65 and R. 264). The sea-trip on this route takes 7 hrs. out (fare \$ 4). The whole journey from *North Sydney* to *St. John's* takes 18 hrs., fares \$ 16, return \$ 25). By this route *Halifax* is 50 hrs., *Montreal* 173 hrs., *Boston* 76 hrs., and *New York* 81 hrs. from *St. John's*. Luggage is examined at *Point-a-la-Pique*, unless checked through to another Newfoundland port with a customs-house. In the reverse direction it is examined at *North Sydney Wharf*.

General Sketch. The large island of Newfoundland occupies a peculiarly commanding position off the shores of the Dominion of Canada. Stretching right across the entrance of the Gulf of St. Lawrence, it affords access to its waters both at the N. and S. extremities. The S.W. shore, at *Cape Ray* (p. 116), approaches within 10 M. of *Cape Breton*, while its N. extremity is within 12 M. of the coast of *Labrador*, from which it is separated by the *Straits of Belle Isle* (p. 119). *Cape Spear*, the easternmost projection of the island as well as of N. America, is but 1640 M. from the coast of Ireland, so that it forms as it were a stepping-stone between the Old and New Worlds. In regard to size, it ranks eleventh among the islands of the globe. Its greatest length, from *Cape Ray* on the S.W. to *Cape Norman* on the N., is 317 M.; its greatest breadth, from *Cape Spear* to *Cape Anguille*, is almost the same. It lies between 46° 36' 50" and 51° 39' N. lat. and between 52° 37' and 59° 24' 50" W. long. Its area is 42,734 q. M. or about one-third larger than Ireland and almost equal to the State of New York. Its circumference, measured from headland to headland, is about 1000 M.

+ This account of Newfoundland was originally supplied by the late *Rev. Dr. Moses Harvey*, author of 'Newfoundland, the Oldest British Colony' (comp. p. 110), but has since been materially revised and enlarged.

++ The natives usually accent the word on the last syllable ('New-funland'), the English on the second, the Americans on the first. The first pronunciation is preferable, the second allowable, the third inadmissible.

whereas its coast line, being so deeply indented by bays and arms of the sea, has been estimated to be 6000 M.

A glance at the map shows that it is almost cut in two by the large bays of *Placentia* (p. 115) and *Trinity* (p. 118). The S. E. peninsula thus formed is called *Avalon* and is joined to the main body of the island by an isthmus which at its narrowest point is but 3 M. in width. The long narrow peninsula of *St. Barthe*, formerly called *Petit Nord*, stretches northerly to the Straits of Belle Isle. The S. E. peninsula, having an extensive frontage on the Atlantic and many fine harbours and bays in proximity to the best inshore fishing-grounds and the Grand Banks (p. 115), is by far the most thickly populated and commercially important part of the island.

The coasts of Newfoundland are guarded by ramparts of rock, rising in bold cliffs and headlands to a height of 300-400 ft. At frequent intervals, however, this repellent wall is cleft by deep fjords, often 30-50 M. wide at their mouths and running up to 90 M. into the land (as, for example, *Placentia Bay*, p. 115), while smaller branches diverge on either side. These splendid bays are not only of immense economical importance, as bringing the fish, so to speak, up to the very doors of the fishermen, but their grandeur of scenery ranks them with the fjords of Norway.

On leaving the rugged coast-line we find the outer interior of the island to be a hilly country with eminences of no great elevation. Around the heads of nearly all the bays are large tracts of good land, covered with fine timber and fit for agricultural and grazing purposes. The inner interior is an elevated undulating plateau traversed here and there by ranges of low hills, the surface being diversified by valleys, woods, countless lakes and 'ponds', and numerous marshes, which are generally shallow and could easily be drained. Fully a third of the surface of the island is covered with these lakes and lakelets, such as *Grand Lake* (p. 124), *Red Indian Lake* (p. 123), and *Gander Lake* (p. 123), which abound in trout and land-locked salmon. All the great hill-ranges have a N. E. and S. W. direction, and all the other physical features, such as bays, lakes, and rivers, have a similar trend, the natural geological structure having been emphasized by glacial action. The principal mountain-ranges are the *Long Range*, running parallel with the W. coast nearly its whole extent and rising to 2540 ft.; the *Cape Anguille Range* (1832 ft.) or *False Gulch*, in the S. W. corner; the *Blomidon* or *Blow-me-down Mts.* (1036 ft.), adjoining the Bay of Islands (W. coast); and the *Sawyer Mts.* and other heights in the peninsula of *Avalon* (see above). A set of remarkable isolated, sharply-peaked summits, known as '*Tolls*', are distributed over the interior, rising abruptly at intervals out of the great central plateau, and forming admirable landmarks.

The three largest rivers are the *Exploits* (p. 123), the *Gander* (p. 123), and the *Humber* (p. 117). There are numerous smaller streams fairly entitled to rank as rivers. It is along the valleys traversed by the various rivers that the greatest extent of fertile lands and the heavy forest-growth (ca. 10,000 sq. M.; chiefly black spruce, balsam fir, white spruce, American elm, etc.) are found; and now that these valleys are made accessible by railway, it may be expected that they will become the seats of a larger agricultural population. At present, agriculture is carried on upon a comparatively small scale, the attention of the people being mainly devoted to the fisheries (see p. 105). There are, however, vast areas which are hopelessly barren, while the interior proper is yet but partially explored.

Minerals. The chief mineral product is the red hematite iron-ore, worked at *Bel Island* (see p. 121). Iron-pyrites of the best quality is found in many localities, as at *Pilley's Island* (see p. 118). Large deposits of iron ore have been found at *Bay de Verde* (p. 117). The total output of iron-ore in 1919 was 709,338 tons valued at 780,271 l. The copper production of Newfoundland, once among the foremost in the world, has lately fallen off considerably (output in 1918-19: 186 tons of copper ore, valued at \$ 3573). The chief mine is at *Till Cove* (see p. 118). Rich deposits of lead, holding a large percentage of silver, are found in *Placentia* (p. 122) and *Port-au-Port* (p. 117). The carboniferous rocks are largely developed in *St. George's Bay* (p. 117), where there is a coal-area 25 M. wide by 10 M. in breadth. Coal-seams are worked near *Grand Lake* (p. 124), and others have

been discovered in *Codroy Valley* (p. 125), but the coal is of poor quality. Petroleum (p. 117) and asbestos have also been discovered. Gold occurs at *Cape Broyle* (p. 115) and in *Miny's Bight* (between Notre Dame Bay and White Bay). Gypsum, marbles (p. 124), roofing-slate (pp. 121, 125), and building-stone are abundant in several localities.

Fisheries. The cod-fishery of Newfoundland is the most extensive of the kind in the world, and its average annual value (about \$8,000,000) amounts to three-fourths of the entire fishery-products. In 1918-19 the export of dried cod (inclusive of Labrador) amounted to 1,681,770 quintals or cwts. The seal-fishery is next in value. The number of seals taken in different years varies greatly. In 1901-2, 508,120 skins were exported, valued at \$420,869, the catch of 1929 was, however, only 33,985, valued at \$159,918. The value of canned lobsters exported annually is about \$345,000. The centres of the herring-fishery are *Bay St. George* (p. 117), *Fortune Bay* (p. 116), *Placentia Bay* (p. 115), and the *Bay of Islands* (p. 117). The value of the salmon-fishery is about \$100,000 per annum. The number of persons engaged in catching and curing fish is about 60,000. The riches of the encompassing seas are seemingly inexhaustible. At a day's sail from the E. shore are the *Grand Banks* (p. 115), 600 M. long, with their swarming fish-life, while the whole Atlantic coast of Labrador (comp. p. 125), 1100 M. in length, is as a fishing ground of incalculable value. Whale-fishing was also revived some years ago, and 1275 whales were caught in 1903-4, yielding 1,788,304 gallons of oil, besides other products. Since then, however, the whale-fishery has steadily declined, the catch of 1918 being 101 whales only (\$95,000), which yielded 64,913 gallons of oil.

Imports, Exports, and Revenue. The total value of the exports, of which the fisheries generally contribute nearly 80 per cent, was \$31,856,141 in 1919-20 and that of the imports \$46,533,392.

Climate. The climate of Newfoundland, being insular, is variable and subject to sudden changes. The intense summer heats of the United States and Canada are unknown. It is but rarely that the thermometer at St. John's sinks below zero (Fahr.) in winter, the mean temperature in Jan. and Feb. being 24°; and in summer the temperature seldom exceeds 80° (mean temperature in Aug. 60°). The mean annual extremes at St. John's are -5 Fahr. and +86°. In the interior, however, and in the peninsula of *Petit Nord* winter temperatures of 10-25° below zero (Fahr.) are not uncommon, and the railway is occasionally blocked by snow. The Arctic current, washing the E. shores, shortens the summer. Fogs are confined to the Grand Banks, the S. and S.E. shores, and the *Straits of Belle Isle*. The weather in W. Newfoundland is very fine and the vegetation generally a month in advance of that on the E. coast. Hay fever is unknown in this country. The summer, though short, is generally delightful. The heat is never oppressive, the nights are cool; days bright and balmy often succeed each other for weeks together. Those who wish to escape from the relaxing and oppressive heats of the continent will find an agreeable refuge here. September and October are generally pleasant months, in which the sportsman can enjoy himself in pursuit of caribou, grouse, snipe, curlew, etc. Tornadoes and cyclones are unknown, and thunder-storms are rare. Usually the autumn is prolonged into November, and the snow seldom covers the ground permanently till near Christmas. The annual average precipitation is about 51 in. (at St. John's ca. 56 in.).

Population. In 1919 the population was 260,522. The chief religious denominations are the Roman Catholic, the Church of England, and the Methodist. The people are almost entirely derived from Saxon and Celtic stocks. They are a vigorous, hardy, energetic people. The great bulk of them lead a healthy open-air life, engaged in the fisheries. They are kindly, simple in their manners, quick and intelligent, law-abiding, and religious. Their fishing-settlements, villages, and hamlets are sprinkled all around the shores, often in the most curious and picturesque situations among the clefts of the rocks. Their fishing-stages and 'flakes' for drying codfish constitute a special feature at all the fishing-centres. — The *Beothuks* (comp. p. 112), the aborigines of Newfoundland, who are mentioned as early as in

the reports of Jacques Cartier (1534-5), once numerous and powerful, were exterminated by the year 1827 after incessant hostilities and often uncalled-for persecutions on the part of the white invader, especially since the 17th century. They were of American origin, probably a people *sui generis*, though some claim their relationship to the Algonkin (p. 1), the Micmac (p. 90), or the Eskimo race (comp. *J. P. Houley's* 'The Beothucks, or Red Indians'; Cambridge, 1915, 21s.).

History. Newfoundland was discovered by *John Cabot* in 1497 (comp. p. 118). There is little doubt, however, that it had been known 500 years previously to the Norsemen, who named it *Helluland*, or the 'land of naked rocks'. When Cabot made his discovery he was in the service of Henry VII. of England, from whom he had obtained a patent authorizing his search for new lands; and his ship was manned by Englishmen (largely from Devon). He was the first discoverer of the continent of North America. Thus by right of discovery, Newfoundland belonged to England.

Judge Prowse (see p. 110) divides the history of Newfoundland into four main epochs. The first of these, lasting from 1497 to about 1610, he describes as a time when the island was a kind of no-man's-land frequented alike by English and foreign fishermen, ruled in a rough way by the reckless valour of Devonshire men, half pirates, half traders'. English fishermen frequented the island from the year after Cabot's discovery, and the news of the abundance of fish in Newfoundland waters very quickly reached the ears of the Portuguese and of the French fishermen of Normandy and Brittany, among whom were the Channel Island fishermen who have left many traces in the local names of Newfoundland. All these hardy mariners were soon busily employed in taking cod on the Grand Banks and near the shore, and they were followed in 1542 by the Basque or Biscayan fishermen, who gave the name of *Baccalaos* ('cod-lands') to Newfoundland and the neighbouring coasts (comp. p. 117, 122). In 1578 no fewer than 400 fishing vessels were employed, of which 150 were French and only 50 English; but the English, though in so marked a minority, seem to have been more or less recognized as the rulers of the fishing community. In 1600 there were 200 English vessels at work, which employed 10,000 men and boys, as catchers on board and curers on shore; and the Newfoundland fisheries became the stay and support of the W. counties of England, being worth 100,000*l.* annually — an immense sum in those days. Thus the attraction which first led Englishmen to these W. seas and first induced them to colonize the new lands was the immense fish-wealth in the waters around Newfoundland. The same impulse brought the French to the St. Lawrence and was one of the causes of the long struggle between the two nations. The fisheries laid the foundation of the empire won by England in the New World.

The second great period extends from 1610 to 1714 and may be described as an era of 'struggle between the permanent settlers and the Western adventurers, or ship fishermen from Devon'. After the days of Cabot, various attempts were made to colonize the island, but none proved successful. The most conspicuous of the attempts were made by *Sir George Calvert*, afterwards Lord Baltimore, and at a later date by *Sir David Kirke* (p. 156) in 1638 (comp. p. 114). Previously, however, in 1615, *Captain Richard Whitbourne*, mariner, of Exmouth, Devonshire, was sent out by the British Admiralty to regulate matters among the fishing-population, which had greatly increased. He wrote the first book on Newfoundland ('Westward Ho! for Avalon'), which is now rare and valuable. In 1583 *Sir Humphrey Gilbert*, half-brother to Sir Walter Raleigh, landed in Newfoundland, armed with letters patent from Queen Elizabeth authorizing him to colonize the island. He was, however, lost at sea on his return voyage, so that nothing came of this attempt at colonization (comp. 'Life of Sir Humphrey Gilbert', by *W. G. Gosling*, London, 1911). Meantime, however, the hardy industrious fishermen were forming settlements around the shores of the island. But the difficulties they had to contend with in doing so were of a very formidable character. The fisheries had all along been carried on by merchants, ship-owners, and traders who resided in the

W. of England. For their own profit and advantage they wished to establish a monopoly and to retain the harbours and shores for their own servants, whom they sent out to carry on the fishery each summer and to return before winter. Hence their aim was to prevent settlement, the building of houses, and the cultivation of the soil. Being wealthy and influential men, they had the ear of successive English governments, whom they induced to pass laws to enable these 'Merchant Adventurers', as they were called, to accomplish the end they had in view. They were successful, too, in misleading the nation by false statements about the barrenness of the soil and the necessity of preserving the fisheries as a nursery of seamen for the Royal Navy. Hence laws were passed prohibiting masters of vessels from carrying out any settlers, and binding them to bring back at the close of each fishing-season the fishermen who went out in the spring. When it was found that settlement went on in spite of these restrictions, an order was issued to burn down all the houses — an edict which the humanity of the English Commander at last made him hesitate to put in execution and which, on strong remonstrances to the King, was revoked. The Fishing Admirals, as the representatives of the merchants were called, long oppressed and robbed the people, taking possession of the best fishing-grounds and driving the inhabitants from their own fields.

At length a better day dawned. England found out her mistake and the deception that had been practised on her. The country ceased to be a mere fishing-station and was at last recognized as a colony of the British Empire. The third great period, that of the colony under naval governors (1711-1832), may be said to begin with *Captain Crane* (1711), though *Captain Osborne* was the first to receive a formal appointment (1728). The Treaty of Utrecht, in 1713, ended the long struggle between the French and English fishermen. In carrying out their plans for founding an empire in the New World, the French statesmen had been eager to obtain possession of Newfoundland. They knew that holding it they could control the fisheries and also command the narrow entrance to the St. Lawrence and their possessions in Canada. They obtained a footing at length, on the S. shore, and founded *Placentia* (see p. 122). During the long wars between the two nations, the French sent out several expeditions for the conquest of the island, but without success. Their presence and encroachments, however, were a constant source of loss and annoyance to the settlers. By one of the articles of the Treaty of Utrecht France agreed to surrender all her possessions in Newfoundland and to evacuate Placentia. The sovereignty of the whole island was thus secured to England, and the French renounced all territorial rights. Unfortunately, however, the treaty gave them certain privileges that led to a long series of disputes which were not settled till the beginning of this century (see pp. 108, 109). In 1729 the resident population was 6000. Some semblance of civil government was now gradually introduced. Improvements came very slowly. In 1750 a court for the trial of criminal cases was established. Till then all criminals had been sent to England for trial. It was not till 1792 that a Supreme Court for the whole island was created with power to try all offenders and determine suits of a civil nature; and its jurisdiction, moreover, was not completely established till 1826. It was not till 1813 that houses could be erected without the written permission of the governor, or that grants of land could be made. No other British colony was ever dealt with so harshly. Not without reason did Lord Salisbury describe the colony as having been throughout its career 'the sport of historic misfortunes'.

Still, the sturdy fishermen held their ground, contended for their liberties, and continued to increase in numbers. In 1763 the population numbered 13,000, in 1804 it reached 20,000. An agitation for a local government commenced, and in 1832 'representative government' was granted. The first local Legislature was opened in 1833. This marks the opening of the fourth or modern period. In 1851 the privilege of self-government was completed by the concession of 'responsible government'.

The progress of the colony during the last decades has been steady and substantial. Civilizing influences have been at work. An educational

system has been established, the schools, however, being denominational (comp. p. 105). Besides the fisheries, the staple industry of the island (comp. p. 105), and in addition to manufactures of various kinds lumbering and the pulp and paper industry (comp. p. 123) have recently been largely developed. Mining is extensively carried on (comp. p. 104) and agriculture has been encouraged. The island possesses several important cables from Europe and America, the first Atlantic cable having been landed on the shore of Trinity Bay (p. 118) in 1858. In 1881 the first railway, from St. John's to Harbour Grace (p. 121), was opened. At present the island has about 950 M. of railway (comp. p. 120).

Relation to Canada. Judging by the geographical position of the island, it would seem that by 'manifest destiny' it belongs to the Dominion of Canada, and should long since have become a member of that great confederacy of British provinces. The bulk of its people, however, seem to think differently, and have hitherto declined to unite with Canada. Attempts were made in 1869 and 1895 to bring about a union, but without result. Since that date Confederation has not been made a political issue. The sentiment of loyalty to the flag of England is strong, and no proposal of annexation to the United States has ever yet taken shape. The position of the island, as holding the key of the St. Lawrence, and thus being essential to the rounding off and safety of the Dominion, seems to preclude the idea that it will ever pass from under the flag of England.

Constitution. The form of government which now prevails in Newfoundland, the smallest of the self-governing Dominions of the British Empire, is that known as 'Responsible Government'. It consists of a *Governor*, who is nominated by the Crown, his salary of \$15,000 a year being paid by the Dominion; an *Executive Council*, chosen by the party commanding a majority in the Legislature, and consisting of nine members, the Governor being President or Chairman; a *Legislative Council* of twenty-four members, nominated by the Governor in Council; and a *House of Assembly*, at present consisting of 36 members, elected every four years by the votes of the people. There are 18 electoral districts. The members of the House of Assembly are elected by ballot. All males on reaching the age of twenty-one are entitled to vote. The members of both branches of the Legislature are paid. The Legislature meets once a year. Acts become law after passing both chambers and receiving the assent of the Governor. — *Labrador* (p. 126) is included in the jurisdiction of Newfoundland.

The French Treaty Rights in Newfoundland. The sovereignty of the island, as has been stated (see p. 107), belonged wholly to Great Britain, but, in virtue of certain ancient treaties, the French had the privilege of taking and drying fish on that portion of the coast which extends from *Cape Ray* round the W. and N. to *Cape St. John* on the N.E. shore. They had no right to occupy permanently, or to settle on any portion of the coast, or to erect any buildings, except such huts and scaffolds as might be necessary for drying their fish. French fishermen were not permitted to winter on the island. The treaties in which these concessions were made to the French are those of Utrecht (1713), Paris (1763), Versailles (1783), and the second treaty of Paris (1815). A serious difference of opinion existed for more than a century between England and France as to the proper interpretation of these treaties, the language of which is often obscure. The French contended that the treaties gave them the *exclusive* right to the fisheries, and also to the use of the shore, so that British subjects could not lawfully fish within those limits, or occupy the land for any purpose. Had this contention been well founded, it would have entirely closed up the best half of Newfoundland against its use by British subjects, in order that along a coast 450 M. in length a few French fishermen might, during three or four months of the year, catch and dry codfish. Such a dog-in-the-manger policy would have prevented either party from cultivating the land, or carrying on mining or lumbering operations. England and her subjects in the colony always repudiated this interpretation and maintained that they had a *concurrent* right of fishing wherever they did not interfere with the operations of French fishermen; and also that they had a right

to settle on the land and develop its resources. In point of fact, over 17,000 British subjects settled on the Treaty or 'French' Shore. Custom-houses were erected, magistrates appointed, and law-courts established on this coast; and two members elected by the inhabitants represented them in the local legislature. This, of course, added considerably to the complications of this vexed question. However, by the Anglo-French treaty of 1904, the French formally resigned their former rights in Newfoundland, in return for a sum of money, a free hand in Morocco, and a concession in West Africa; and the islanders now have entire control of their own island.

The French Shore question was replaced by a new difficulty arising from the failure of the U.S. Senate in 1906 to ratify the so-called Hay-Bond Compact, by which freedom for the purchase of bait by American fishermen would have been secured in exchange for a reduction of the tariff on numerous articles imported into Newfoundland from the United States. In 1905 and 1906 acts were passed by the Newfoundland Government to prohibit the exportation of bait and to prevent the hiring of native Newfoundlanders for the crews of foreign vessels. The effect of this was to inflict great injury on the American fishing-fleet and on the French fishing industry at St. Pierre. In 1910 the controversy was settled by a decision of the Hague Tribunal, under which American fishermen are excluded from virtually all the Newfoundland seaboard except the W. coast, where they may fish subject to 'reasonable' regulations. Moreover, American fishermen are forbidden to exercise fishing and commercial privileges on the same voyage; while the purchase of bait and the hiring of native Newfoundlanders for crews are placed entirely under the control of the Newfoundland government.

Sport. The chief objects of the chase in Newfoundland are the *Caribou* (*Rangifer tarandus terra-novae*), distinguished by its fine antlers, and the *Partridge* or *Willow Grouse* (*Lagopus albus*). The season for the former lasts from Oct. 21st to Jan. 31st and from Aug. 1st to Sept. 30th, that for the latter from Sept. 21st to Dec. 31st. Non-residents of Newfoundland require a licence for shooting caribou (fee \$ 50), and sportsmen and tourists entering upon the lands of the Anglo-Newfoundland Development Co. (see p. 113) must obtain a special permit of this company and employ one of its guides. Not more than three stags may be killed by one non-resident sportsman in the same season. Other game includes hares, rabbits, wild geese and ducks, curlew, snipe, plover, and otter (close time for otter April 1st to Oct. 1st). Perhaps the best hunting resorts in the island within easy reach are the Terra Nova and Gander districts (see p. 122). Excellent grouse shooting is to be had in the S. part of the Peninsula of Avalon in the 'barrons' on the E. coast (p. 114) and the 'Shore' on the W. coast (p. 122). — For fishing non-residents must obtain a licence (\$ 10). *Salmon* (close time Sept. 15th to Jan. 15th) are found in all the principal rivers, and *Trout* (close time Sept. 15th to Jan. 15th) abound in all the streams and lakes. — Those devoted to *Canoeing* may enjoy many delightful trips, the finest perhaps being that from Badger Brook (see p. 123) across the S.W. part of the island. It need hardly be said that splendid opportunities are afforded for *Yachting* in the numerous fjords and bays, a favourite resort being the Bay of Islands (see p. 117).

Lists of licensed Guides are given in the booklet of the Reid Newfoundland Co. mentioned at p. 110.

Motoring is now enjoyed extensively in Newfoundland, especially in the vicinity of St. John's, Conception Bay, Trinity Bay, and Placentia Bay, where there are many excellent roads the number of which is constantly being increased.

Money. The monetary system of Newfoundland is similar to that of Canada, and Canadian coins pass at full value (see p. xi).

Postal Information. The letter-rate of postage within Newfoundland, or to the United States, Canada, Great Britain, and certain British Colonies is 2c. per oz.; to the other countries of the Postal Union 5c. per oz.; letters for delivery within the city of St. John's 1c. per oz. Parcels to Canada or to the United States cost 12c. per lb., to the United Kingdom

24 c. for 3 lbs., up to 72 c. for 11 lbs. The other regulations are similar to those of Canada (p. xxi). — The **Telegraph Rate** from St. John's to places in Newfoundland is 20 c. for 10 words and 2 c. for each additional word. The rates to the nearest parts of Canada and the United States are 85 c. to \$1.10 per 10 words and 9-11 c. for each additional word; to Great Britain 25 c. per word. From wireless stations in Newfoundland or Labrador there is an additional uniform charge of 30 c. for 10 words and 5 c. for each additional word. — **Express Orders** issued by recognized express companies are cashed at their face value by the *Newfoundland Express Co.* in any part of the island.

Bibliography (comp. also p. 106). The best histories of NEWFOUNDLAND are *D. W. Prosser's* 'History of Newfoundland from the Records' (2nd ed.; London, 1897) and the account in *J. D. Rogers's* 'Newfoundland', being Part iv of Vol. V of 'A Historical Geography of the British Colonies' (Oxford, 1911; 4s. 6d.). Comp. also 'The Story of Newfoundland' by *Lord Birkenhead* (London, 1921). Books of reference are 'La Géographie de Terre-Neuve', by *Robert Perret* (with maps & illus.; Paris, 1913; 10 fr.), an exhaustive work, *Stanford's* 'Compendium of Geography and Travel' mentioned at p. lxix, and 'The Newfoundland Guide Book, including Labrador and St. Pierre', by the late *D. W. Prosser* (3rd. ed.; London, 1911). The reports of the *Newfoundland Geological Survey* and the official 'Year Book and Almanac of Newfoundland' will be found useful as well as the official publication issued by the High Commissioner for Newfoundland in London (obtainable on application at the office) and the booklet (with map; gratis) published by the Reid Newfoundland Co. (p. 120) and including also Labrador. Among other works that may be mentioned are 'Newfoundland: the Oldest British Colony', by the *Rev. Moses Harvey* (London, 1897); *Beckles Willson's* 'The Truth about Newfoundland, the Tenth Island' (2nd ed.; London, 1904); *P. T. McGrath's* 'Newfoundland in 1911' (London, 1911; 6s.); 'Newfoundland and its Untrodden Ways', by *J. G. Millais* (London, 1908; 21s.); 'The Romance of the Newfoundland Caribou', by *A. Radcliffe Dugmore* (London, 1913; 12s. 6d.); 'Trails and Tramps in Alaska and Newfoundland', by *W. S. Thomas* (New York, 1913); 'Sport in Vancouver and Newfoundland', by *Sir John Rogers* (London, 1912; 7s. 6d.); and 'Peeps at Many Lands (Newfoundland)', by *F. Farford* (London, 1912).

a. St. John's.

The approach to St. John's by sea (steamer, see p. 103) excites the admiration of even the most blasé traveller. As the steamer skirts the rock-bound coast, it suddenly turns towards the shore and appears as if about to dash itself against the rocks. Presently, however, a narrow opening appears in the wall, and as the vessel glides through this, we see above us huge cliffs of dark-red sandstone piled in broken masses on a foundation of grey slate rock. On the right towers an almost perpendicular precipice, 300 ft. high, above which rises the crest of *Signal Hill* (508 ft.; see p. 113). On the left the rugged hill attains a height of 600 ft., and from its base juts out a rocky promontory bearing the *Fort Amherst Lighthouse*. The **Narrows*, or channel leading to the harbour, is 1/2 M. long, and at the narrowest point, between *Pancake* and *Chair Rocks* — across which in olden days a chain could be drawn to shut out hostile cruisers — it is only 600 ft. wide. Beyond the channel the harbour trends suddenly to the W., so that it is completely land-locked and safely sheltered from the waves of the Atlantic. Vessels of the largest tonnage can enter at all periods of the tide, the rise of which

does not exceed 4 ft. The harbour is fully 1 M. long and nearly $1\frac{1}{2}$ M. wide.

St. John's. — **Arrival.** *Custom-House Officers* meet the steamer to examine and pass the passengers' luggage. — *Cabs* also meet the steamers there to hotel, hotel, ordinary lodgings, 50 c. — The *Railway Station* lies at the W. end of the city.

Hotels. *CRESSIE*, from \$3; *OSBORN*, \$3; *WATERFORD HALL*; *COCHRANE HOUSE*, from \$3; *BALSAM PLACE*, from \$2; *ROYAL*. None of the hotels are first-class. — *Board and Private Lodgings* can be easily obtained.

Cabs. Most of the cabs are horse-drawn *Vauxhalls* (from 50 c.), although at recent years *Motor Cabs* from \$1 have grown in numbers. — **Electric Cars** run part the railway station then Water St. and make the circuit of the city by way of the Military Road along the crest of the ridge. — **Mail Waggon**s run to *Portugal Cove* (p. 114), *Terrace* (p. 114), etc. — **Steamers** ply to various points on the coast of Newfoundland and Labrador (see RR. B.C., d., e., g.), and to *Sydney* (p. 67); for the steamers to *Hullifax*, *Montreal*, *New York*, and *Liverpool* see p. 103.

Post Office. Water St. (see on San comp. p. 100). — **Telegraph Office.** Water St. — **Anglo-American Telegraph Co.** (comp. pp. 121, 118), **Exchange Building** (open day and night).

Banks. *Bank of Montreal*, *Bank of Nova Scotia*, *Royal Bank of Canada*, *Canadian Bank of Commerce*, *Goverment Savings Bank*, all open 10-3. — Four daily papers are published, the *Daily News*, the *Evening Herald*, the *St. John's Daily Star*, and the *Evening Telegram* (1 c. each). There are also four weekly papers: the *Free Press*, the *Trade Review*, the *News*, and the *Fishermen's Advocate*.

Clubs. *Baby-Holten Golf Club* 1½ M. to the N. of the city, reached via King bridge Road; *City*, Water St.; *Murray's Pond Angling Club*.

United States Consul, *Mr. James S. Benedict*. — There are also French, Belgian, Italian, Norwegian, Danish, Swedish, and other consular representatives.

St. John's, the capital of Newfoundland, with about 35,000 inhab. (34,045 in 1918), is situated on the E. side of the peninsula of *Avalon* (p. 104), in 47°33'3" N. lat. and 52°45'10" W. long., 60 M. to the N. of *Cape Race* (p. 115), about 500 M. from *Halifax*, 1070 M. from *Montreal*, 1100 M. from *New York*, and 1930 M. from *Liverpool* (about 1500 M. nearer than *New York*). The ground on which it lies rises from the N. side of the harbour, and in picturesqueness of site it is unexcelled by any city on the American continent. The three chief streets, of which **WATER STREET** is the most important, run parallel with the harbour. On the S. side of the harbour the hill springs so abruptly from the water's edge as to leave room only for a fringe of warehouses, fish-stores, and oil-factories. The shops and houses of Water St. are of brick or stone, but in other parts of the city most of the buildings are of wood, presenting a very dingy and unattractive aspect. — Comp. also the note on climate at p. 105.

St. John's, founded soon after the discovery of the island (see p. 106), gradually grew from a few fishermen's huts, clustering round the harbour, to a town stretching up the slope to the N. and along its crest. By 1836 its population was 15,000. In 1846 a great fire destroyed about two-thirds of the city, which was rebuilt on a much improved plan. On July 8th, 1892, **St. John's** was visited by another terrible conflagration, which swept away fully half the city, including the Church of England Cathedral.

St. Andrew's Presbyterian Church, and the massive warehouses of Water St. About 11,000 persons were left homeless, and property to the value of \$12-16,000,000 was destroyed. Since this terrible calamity the city has been rebuilt much to its advantage, its streets having been widened and new buildings erected, much superior to the old.

The chief business interests of St. John's are, of course, its fisheries and its whale and seal oil refineries, but of recent years it has made fair progress in manufactures, and it now contains iron-foundries, machine-shops, factories for woollen goods, shoes, furniture, tobacco, and soap, tanneries, and a large and well-equipped rope-walk. — Large quantities of port wine are sent out from Portugal to St. John's where the wine is still matured for export, although the island has adopted prohibition. The excellence of the wine has become famous. The strawberries grown near St. John's have an exceptionally fine flavour.

The most conspicuous building in St. John's is the **Roman Catholic Cathedral** (*St. John the Baptist*), which occupies a commanding site on the summit of the hill on which the city is built. It is in the form of a Latin cross, 237 ft. long and 180 ft. wide across the transepts, with two towers, 138 ft. in height. It is richly ornamented with statuary and paintings and presents an impressive appearance. Adjacent to it are the site of the Archbishop's Palace, burned down in 1921, *St. Bonaventure College*, and a *Convent*. — The ***Church of England Cathedral**, about halfway up the slope, is one of the finest ecclesiastical edifices in British America. It was designed by *Sir Gilbert Scott* in an Early English style (restored after the great fire of 1892; see p. 111), and is also dedicated to *St. John the Baptist*.

On the **MILITARY ROAD**, running along the crest of the ridge, stands the **Colonial Building** or **House of Parliament**, built in 1847 and containing chambers for the two branches of the Legislature (comp. p. 108). Its Ionic portico is borne by six massive columns, 30 ft. high. — To the E. of it is *Government House* (1828), a plain but substantial residence, surrounded by well-kept grounds.

A fine **Court House**, of native stone, was opened in 1904 in Water St. (p. 111). — The *General Post Office* (comp. p. 111) near the middle of Water St., is a creditable building (1887).

The ***Public Museum** (open 10-1 & 2-4) in Duckworth St., is well worthy of a visit. It contains interesting relics of the *Beothuks*, the extinct aboriginal inhabitants of Newfoundland (comp. p. 105); stuffed specimens of the caribou, bears, seals, birds, and fishes of the island; a collection illustrative of its timber, mineral wealth, and geological formation; and an extensive collection of photographs.

At the E. end of Water St. stand the *Custom House*, rebuilt since the fire of 1892 (comp. p. 111), and the handsome **King George the Fifth Seamen's Institute**, a club and temporary home for fishermen and sailors, opened in 1912.

The building, erected at a cost of \$150,000, is under the auspices of the *Royal National Mission to Deep Sea Fishermen* (p. 126), although the larger part of the cost was subscribed in Canada and the United States. It contains a spacious assembly-hall, bedrooms, a fine swimming-bath, etc., besides separate quarters for women and children.

The large *Fish Stores* and the *Oil Factories*, on the S. side of the harbour, will well repay an examination.

The **Dry Dock**, at the head of the harbour, built, of wood, in 1884, at a cost of \$ 550,000, is 640 ft. long and 130 ft. wide, with a depth of 25 ft. on its sill at low water. It is thus able to accommodate all but the very largest ocean steamers.

Walks and Drives in the Neighbourhood of St. John's.

1. **SIGNAL HILL.** The top of Signal Hill (508 ft.), overlooking the Narrows (comp. p. 110), is reached in a walk of $\frac{1}{2}$ hr., or by a carriage drive. At the height of 450 ft. two small lakes are passed. At the summit is the *Cabot Tower*, erected in 1897 as a monument to John Cabot, the discoverer of the island (1497; comp. p. 106), and used for signalling to ships at sea. The view from the top of the tower is very fine on a clear day; the custodian will name the various points which can be seen. On the one side is the broad Atlantic. Looking to the N. we see *Sugar Loaf*, *Red Head* (706 ft.), *Logy Bay*, *Torbay Head*, and the serrated hills on the S. side of *Conception Bay*. The dark perpendicular sea-wall, with numerous indentations, runs up to *Cape St. Francis*. A fine sweep of country, dotted with numerous glittering lakelets and farm-houses and fringed with sombre groves of fir, stretches away to the N. W. The great chasm which forms the entrance to the harbour is seen below, guarded by precipitous rock masses, with the remains of the former batteries. *Fort Amherst* and *Cape Spear Lighthouses* and *Fresh Water Bay*, with its fishermen's cottages, are seen to the S. A bird's-eye-view is presented of the harbour, with the whole city lying along the N. slope and crowned by the Roman Catholic cathedral. A lower peak called *Gallows Hill*, once the place of public executions, stands out prominently. — In 1762 Signal Hill was the scene of a brief but bloody struggle. For the third time the French had then got possession of St. John's. Lord Colville was sent from Halifax with a squadron to drive them out. Colonel Amherst landed a force from the fleet at Torbay and marched overland to St. John's. Up the rugged heights from *Quidi Vidi* (see below) the English soldiers charged to capture Signal Hill, the key to the position. The French fought desperately, and having a great advantage from their position succeeded several times in repulsing their foes. At length a company of Highlanders with fixed bayonets dashed up the heights and swept all before them. Signal Hill being won, the French saw that all was lost, and their fleet crept out of the harbour in a fog and escaped. St. John's never again fell into the hands of the French. — The red sandstone which caps the hill belongs to the Huronian system of rocks, corresponding to the English Pre-Cambrian, which is developed all over the peninsula of Avalon. The hill itself is strewn with large boulders holding jasper and other water-worn pebbles, showing that they once formed the margin of an old Silurian sea and that by foldings and various earth-movements the sea-bottom has become a hill 520 feet above the level of the water. Here, too, are seen striations on the rock-surfaces showing that at a later period they were under glacial action. Geologists tell us that the whole island was once in the same condition in which Greenland now is — under a great ice-cap many hundreds of feet in thickness.

2. **QUIDI VIDI.** From St. John the road leads past the *Penitentiary*, a solid granite building, and the *Hospital* to (3 M.) *Quidi Vidi Lake*, $\frac{1}{2}$ M. in length, on which an annual regatta is held. The village of *Quidi Vidi* is a typical and most attractive fishing-village, where can be seen in perfection the stages, at which the fishermen land their fish, and the 'flakes' on which the cod are dried. During the fishing-season the visitor should time his arrival at the village for about 5 p.m., when the boat-loads of fish come in and the whole process of 'splitting', 'heading', and 'salting' can be seen. The picturesque small harbour, connected with the ocean by a narrow gut, only deep enough for fishing-boats, is surrounded by steep red cliffs. The insular peculiarities of the fisherfolk and their linguistic oddities will be an interesting study to visitors.

3. **LOGY BAY AND TORBAY.** The road (mail waggon) runs to the N. to (2 M.) *Virginia Water*, a pretty little lake embosomed in woods. At (4 M.)

Logy Bay and (6 M.) *outer* and *Middle Coves* the coast scenery is remarkable. The thriving village of **Torbay** (*Sea View*, \$ 2; 1500 inhab.), a summer resort 8 M. from St. John's, is one of the most picturesque spots on the coast, with a handsome Roman Catholic church, a convent, and a large public hall. This N. coast is characterized by the massive grandeur of its perpendicular cliffs, often sculptured into forms of stern beauty.

4. **PORTUGAL COVE**, 9 M. The road (mail waggon) winds towards the N., along the shore of *Windsor Lake*, which supplies the city with water, and then through a little valley of rare beauty. At the end of the valley the bright waters of **Conception Bay** (p. 121) come into view. On the S. shore of the bay lies the fishing-village of **Portugal Cove** (1000 inhab.), perched amid the clefts of the rocks, a little waterfall tumbling over the cliffs into the sea. Cortereal discovered this bay in 1501 and named the roadstead after his country. Steamer to (4 M.) *Bell Island* (Costigan, \$ 2), on the island of that name (see p. 121). The return to St. John's may be made via *St. Philip's* (*Broad Cove*) and the *Thorburn Road* (a charming drive). — Good trout-fishing may be obtained in ponds along all of the above routes.

b. From St. John's to Trepassay. **Cape Race.**

106 M. **BRANCH RAILWAY OF THE REID NEWFOUNDLAND CO.** (see p. 120) in 5¼ hrs. (fare \$ 2.75). The utilization of this line, in connection with a line of steamers, as a shorter mail route from St. John's to Canada and the United States has long been contemplated.

There is also a fairly good Road to (64 M.) *Cape Race*, with charming views, practicable also for motor-cars, affording a delightful drive (horse-carriage in ca. 24 hrs.; fare about \$ 2 a day). As the hotel-accommodation is very primitive, drivers had better start with a well-filled luncheon basket. — The *'Barrens'* along this route are famous for their 'partridge' (willow-grouse) shooting (see p. 109).

St. John's, see p. 110. The railway runs to the S., parallel to the above-mentioned road.

8 M. **Petty Harbour**, a charming village with ca. 1000 inhab., situated at the mouth of a deep ravine through which flows a clear stream into the snug little harbour, fringed with fish-flakes and shut in by towering precipices. The electric power-house of the *Reid Newfoundland Co.*, for lighting St. John's and running its street-railway, is stationed here.

About 3½ M. to the S. of Petty Harbour is *'The Spout'* — a funnel-shaped opening from above into a cavern which the sea has scooped out. In stormy weather, the sea, rushing into the cavern, hurls the spray and foam aloft through the opening, presenting a curious sight, visible at times for miles around.

Beyond Petty Harbour the line runs parallel to the so-called *'Straight Shore of Avalon'* to (20 M.) *Bay Bulls* (Fern, \$ 2), a picturesque village and seaside resort surrounding a protected harbour, (25 M.) *Mobile*, and (47 M.) *Cape Broyle* (steamer, see R. 26 c). 55 M. *Caplin Bay*.

At (59 M.) **Ferryland**, a little town with (1911) 478 inhab., *Sir George Culvert*, afterwards Lord Baltimore, in 1624 built a fort and a fine mansion in which he resided for two years with his family. Here, too, *Sir David Kirke* (p. 106) took up his residence in 1638, armed with the powers of a Count Palatine over the whole island. Ferryland is called at by the steamer *'Portia'* (see R. 26 c).

64 M. *Aquaforte*, 70 M. *Fermeuse*, a village of 640 inhab., with

its deep and safe harbour. 73 M. *Renews* (540 inhab.; steamer, see below), whence *Cape Race* (see below) may be visited. 98 M. *Portugal Cove*; 102 M. *Biscay Bay*.

106 M. *Trepassey*, the terminus of the line, with 800 inhabitants. From *Trepassey* by steamer to *St. John's* or *Bonne Bay*, see R. 26c.

Cape Race, the S.E. point of the island (46°40' N. lat.), where many a gallant ship has met her doom. Lies about 10 M. to the S. of *Renews*, from which it may be reached by road, or boat. Round its grim rocks swift conflicting currents circle; dark fogs brood here in summer for weeks together, so that the navigator has to shape his course mainly by the soundings. The dangers to navigation have been greatly lessened by the erection of a powerful fog-whistle on the Cape; and it is also a Marconi Wireless Station. Its lighthouse is 180 ft. above the sea-level and can be seen at a distance of 20 M.

About 50 M. to the N. of *Cape Race* are the **Grand Banks** of Newfoundland, famous for their cod fisheries. They are a submarine plateau, extending round the S. and E. coasts of the island, about 600 M. long and 200 M. wide, while the depth of water upon them ranges from 10 to 100 fathoms, with an average of 40 fathoms. Marine life of all kinds is abundant on the Banks, and cod and other fish resort to them in immense numbers. The vessels frequenting the Grand Banks are known as 'bankers' and are larger and better fitted out than those of the coast-fisheries. The fishermen on the Banks, who, it is estimated, number 10,000, are of various nations and ply their hard labours shrouded in dense fogs and in dangerous proximity to icebergs and passing steamers. A graphic idea of life on the Banks is given by *Rudyard Kipling* in his 'Captains Courageous' (1897).

C. From St. John's to Bonne Bay by Sea.

710 M. MAIL STEAMER *PORTIA* of the **Bowring Brothers Coastal Mail Service** every alternate Friday, reaching *Bonne Bay* in 5½ days (fare \$10, return \$18, including stateroom and meals). The round trip takes about 10 days, and those who prefer may land at one of the intermediate ports and spend a few days in fishing, sketching, or photographing.

The steamer makes its first calls at (33 M.) *Cape Broyle*, (41 M.) *Lerryland* (p. 114), and (49 M.) *Renews* (see above), the landing-place for *Cape Race*; it then rounds *Cape Race* (see above) and enters the fine harbour of (91 M.) *Trepassey* (see above). Beyond *Cape Pine* and *St. Shott's*, the scene of many shipwrecks, we ascend *St. Mary's Bay*, 25 M. wide and 35 M. deep, the first of the great bays which indent this coast. On its E. shore is the village of *St. Mary's*.

Leaving *St. Mary's Bay*, we steer round *Cape St. Mary* (see p. 122) and enter ***Placentia Bay** (steamer, see p. 122), the largest bay of Newfoundland, with a length of 90 M. and a width (at its mouth) of 35 M. It contains several clusters of islands, one of which, *Great Merasheen*, is 21 M. long. The scenery of the bay is very fine. After touching at (204 M.) *Placentia* (see p. 122), the steamer crosses the bay to the *Peninsula of Burin*, calling at (269 M.) *Burin*, a busy and prosperous place (pop. 2783 in 1911), with a picturesque land-locked harbour, extensive fisheries, and a trade with *St. Pierre* (p. 130). From *Burin* the steamer proceeds to *St. Lawrence* (800 inhab.) and (304 M.) *Lamaline* (650 inhab.).

We next round the end of the Peninsula of Burin, between Placentia Bay and Fortune Bay. To the left, as we approach the entrance of the latter, lie the French islands of *St. Pierre* and *Miquelon* (see R. 27). — **Fortune Bay**, 65 M. long and 35 M. wide, is noted for its extensive herring-fishery and is much frequented by American fishing-vessels. It was the centre of the bait-carrying traffic with *St. Pierre*. The ports called at within the bay are (326 M.) *Fortune* (950 inhab.; terminus of a projected branch-railway from *Northern Bight*, p. 122). *Grand Bank* (330 M.: 1400 inhab.), *Belleoram* (355 M.), *St. Jacques* (359 M.), and (377 M.) *Harbour Breton* (654 inhab.). The fishery establishment of Job Bros., of *St. John's*, at *Harbour Breton* is one of the best in Newfoundland, and will repay a visit.

The steamer '*Susu*' of the *Newfoundland Produce Co.* ('Crosbie Line') leaves *Belleoram* every Thurs., on the arrival of the '*Glencoe*' (see p. 119) from *Placentia*, makes the circuit of *Fortune Bay*, and sails as far W. as *Baie d'Espoir* (see below).

A little farther to the W. the steamer enters (407 M.) **Hermitage Cove* and **Baie d'Espoir* (corrupted into *Bay Despair*), the scenery of which is pronounced by many travellers the finest in the island.

From this point to *Cape Ray* extends a straight line of coast, 150 M. in length, indented by numerous small inlets and fringed with islands. Among the latter are the *Penguin Islands* (seen to the left) and the **Burgeo Islands**, from the largest of which Capt. Cook observed an eclipse of the sun in 1765. — 480 M. **Burgeo**, a village with ca. 1000 inhab., on one of the *Burgeo Islands*, is one of the most important places on the S. coast.

In few places can be seen more romantic villages than *Burin*, *Harbour Breton*, *Burgeo*, and *Rose Blanche* (see below). The effect of the pond-like harbours, surrounded by rugged hills, is enhanced by the haphazard way in which the houses are dotted down among the rocks, wherever a foothold can be obtained. The whole coast is a paradise for artists, but the accommodation for tourists is very indifferent.

510 M. *La Poile* lies at the head of one of the chief inlets of this coast. Excellent salmon fishing is to be had in the vicinity. — 525 M. *Rose Blanche* is a highly picturesque little village on another small bay.

543 M. **Port-aux-Basques** (*Sea View*, \$ 2½), with (1911) 877 inhab. (including *Channel*), has a safe and picturesque harbour, open all the year round, and is a place of considerable importance as the terminus of the transinsular railway (see R. 26 f).

Steamer to *North Sydney*, see p. 103; to *Placentia* by the '*Glencoe*', see p. 119.

Rounding **Cape Ray** (lighthouse), the S.W. point of Newfoundland (see p. 103), the steamer now turns to the N. and passes along what is popularly known as the **French Shore** (comp. p. 108). Opposite *Cape Ray*, across *Cabot Strait*, 60 M. wide, is *Cape North* (comp. p. 118), on the *Cape Breton* shore, the two capes guarding the entrance of the Gulf of *St. Lawrence*. From *Cape Ray* to *Cape Anguille*

the coast is singularly rugged and inhospitable in appearance. The *Great* and *Little Codroy Rivers* (see p. 125) enter the sea between these two points, after flowing through a fertile valley 40 M. in length. The coast is backed here by the **Long Range** (p. 104), extending with interruptions nearly to the N. extremity of the island.

The fine ***Bay St. George** (11,862 inhab. in 1911; p. 125) is now entered. Its fertile shores are rich in minerals, coal-beds (comp. p. 104), and forests, and in good farming land not yet much developed. The steamer calls at 629 M. *St. George's* (p. 125) and then rounds the peninsula of *Port-au-Port*, noted for its lead deposits. It is a paradise for geologists, who have chiselled from its rocks some of the most gigantic cephalopoda in existence. Petroleum has been discovered here, as well as farther up the W. coast, and there are indications that it extends over a wide area, but as yet little boring has been done.

The steamer *Active* leaves *St. George's* every Mon., on the arrival of the train from *St. John's*, for *Port-au-Port* (various intermediate landing-places).

The (726 M.) ***Bay of Islands** (1048 inhab.; *Hotel*: comp. p. 125), with its magnificent scenery, amidst which rise the *Blomidon Mts.* (2036 ft.; p. 104), now opens to the right. Its three arms run 20 M. inland, one of them receiving the **Humber River* (comp. p. 124), the third-largest river in the island (80 M.), which is navigable for small craft some 30 M. upwards. As its name indicates, the bay has numerous islands.

776 M. ***Bonne Bay** (1137 inhab.; *Hotel*: comp. p. 120), the terminus of our voyage, lies about 40 M. to the N. of the Bay of Islands, and its scenery is considered by some even finer. It has two long arms communicating with lakes at some distance from the coast by means of their respective rivers.

From *Bonne Bay* *Battle Harbour* may be reached by steamer (see p. 120), and by taking the steamer *Prospero* (see R. 28 d) thence to *St. John's* we may complete the circumnavigation of the island. — A branch-railway is under construction between *Bonne Bay* and *Deer Lake* (p. 124).

d. From *St. John's* to *Battle Harbour* viâ the E. Coast.

490 M. STEAMER 'PROSPERO' of the **Bowring Brothers Coastal Mail Service**, every alternate Wed., reaching *Battle Harbour*, on the S.E. coast of Labrador, in 5-6 days (fare \$15, return \$18½, incl. berth and meals). This trip, a popular tourist route, may be recommended to those who are fond of the sea and not afraid of a little rough weather, as the scenery at many points is fine and the voyage is broken by many stoppages at interesting places.

After clearing *St. John's Narrows* (p. 110), the steamer passes *Torbay Head*; *Cape St. Francis*, with its restless waves breaking upon the '*Brandies*', as the outlying rocks are called; the mouth of *Conception Bay* (p. 121); the grim cliffs of *Baccalieu Island* (recalling the times of the Basque fishermen, comp. p. 106), the resort of myriads of sea-fowl and rich in deposits of hematite iron; and *Grates Point*. After touching at (32 M.) *Bay de Verde*, with

large deposits of iron ore, it enters the great ***Bay of Trinity** (comp. p. 121), 70 M. in length. Having called at (44 M.) *Old Perlican*, it then crosses to (65 M.) *Trinity* (Fisher's, \$ 2½; Jenkins' \$ 2), a splendidly situated town (1604 inhab.), which possesses one of the finest harbours in the island and a whaling-industry.

Round the shores of Trinity Bay about 22,000 people are clustered, nearly all of them engaged in the fisheries. Many of them spend the summer in Labrador. The first Atlantic cable (1858) was landed at *Bay of Bulls Arm* at the head of this bay; and the existing cables of the Anglo-American Telegraph Co. emerge from the ocean at *Heart's Content* (p. 121), on its E. shore, after traversing the great submarine plain of 1500 M. between Newfoundland and the coast of Ireland.

Steamer to *St. John's*, see R. 26g. — Railway from Trinity to *Shoal Harbour* and to *Bonavista*, see p. 122.

The next call of the steamer is made at (86 M.) *Catalina* (1835 inhab.; see p. 126), a harbour of refuge at the N. entrance of Trinity Bay. — We next reach *Bonavista Bay* (comp. p. 122), having around its shores a population of 23,000. Much of the land is under culture. — 111 M. **Bonavista** (*Thorndea*, \$ 3), its principal town (3944 inhab.), is a thriving place and the terminus of a branch-line from Shoal Harbour (see p. 122).

Some authorities hold that Bonavista was Cabot's 'Prima Vista' of 1497 (comp. p. 106), though there is also strong evidence in favour of Cape North (p. 69), on Cape Fretton Island, as his real land-fall.

119 M. *King's Cove* (600 inhab.). 133 M. *Salvage*. — Beyond (158 M.) *Greenspend* (1304 inhab.), situated on an island with fine fishing-grounds around it, and (163 M.) *Westleyville* (p. 126) the steamer's course is shaped for (222 M.) *Fogo* (1152 inhab.), a harbour on an island of the same name, in **Notre Dame Bay** (comp. p. 123). Wireless messages from Belle Isle (p. 119) are received here for land transmission. Steamer to *Lewisporte*, see below. — We next reach (240 M.) *Twillingate* ('Toulingnet'; *Newman's*, \$ 2), a prosperous town with 3348 inhab., also on an island in Notre Dame Bay, and known as the 'capital of the North'.

Twillingate also may be reached from St. John's by steamers of the *Reid Newfoundland Co.* (see R. 26g), or by the steamer 'Fogota', of the *Newfoundland Produce Co.* ('Crosbie Line'), which leaves St. John's every Tues. (fare \$ 6½, incl. berth and meals). This steamer calls at a number of small ports omitted by the 'Prospero'. — The steamer 'Clyde' (see p. 123) of the *Reid Newfoundland Co.*, leaving *Lewisporte* (p. 123) every Mon., touches at Twillingate, and returns to *Lewisporte* viâ *Fogo* (see above).

265 M. *Exploits* (500 inhab.), near the mouth of the *Exploits River* (see p. 123). 271 M. *Fortune Harbour*, one of the loveliest spots on the coast, approached by a narrow winding channel between wooded hills. — 303 M. *Pilley's Island* is noted for its iron-pyrites mine, with ore of fine quality. — We are now in a mining region, where successful operations are carried on at (325 M.) *Little Bay*, and (348 M.) *Tilt Cove* (1370 inhab.), with the most important copper-mine in the island, worked since 1857 (visitors admitted).

Proceeding on her N. route, the steamer now approaches an important landmark: **Cape St. John**, the N. headland of Notre Dame

Bay and the N.E. boundary of the French Shore (p. 146). Here we glide along a vast wall of rock, 400-500 ft. high and 6 M. long, the summits presenting every imaginable shape into which rocks can be torn or sculptured. We next reach (398 M.) *La Scie*, (378 M.) *Bele Verte*, and (391 M.) *Cochman's Cove*, three of the largest towns on the French Shore. To the right are the *St. Barbe*, or *Horse, Islands*, 468 M. *Horse Bay*, a picturesque little village in a land-locked harbour, 493 M. *In'ee*, at the entrance to *Canada Bay* (29 M. long), 505 M. *Conche*, the chief town in the N. peninsula. — 537 M. *St. Anthony*, with its fine harbour, contains the principal hospital of the Royal National Mission to Deep Sea Fishermen (comp. p. 126), and an orphanage and other buildings connected with the mission. The steamer usually stops for 1-2 hrs.

537 M. *Gründel*. The steamer now passes *Cape Bauld*, on *Quirpon Island*, and crosses the entrance of the *Straits of Belle Isle* (see p. 3). The grim outline of *Belle Isle*, a barren and desolate island, 9 M. long and 3 M. wide, with its two lighthouses and powerful fog-signal guarding the great or an pathway to the Gulf of St. Lawrence, is seen to the right.

Early mariners called *Belle Isle* the '*Isle of Demons*', imagining that they heard here 'a great clamour of men's voices, confused and inarticulate, such as you hear from a crowd at a fair or market place'. The grinding of the ice-floes and the crash of the lofty bergs during a gale would be quite sufficient to give rise to these superstitious fancies.

490 M. *Battle Harbour*, the terminus of the voyage, see p. 125.

c. From St. John's to Battle Harbour and Lewisporte via Placentia and Bay of Islands.

1350 M. REID NEWFOUNDLAND COMPANY RAILWAY to (82 M.) *Placentia* in 5 hrs. The STEAMER 'GLENORA' of the same company leaves *Placentia* every Wed. for (411 M.) *Port-aux-Basques*, calling at intermediate ports (3 days, return-steamer on Sun.). From *Port-aux-Basques* to (143 M.) *Bay of Islands*, R.N.Co. RAILWAY in 7½ hrs. From *Bay of Islands* the STEAMER 'HOME' or the 'DUCHESS OF MARLBOROUGH' of the same company leaves every Wed. on arrival of trains from St. John's and *Port-aux-Basques* for (379 M.) *Battle Harbour* and (711 M.) *Lewisporte* (see p. 123), in 6 days. The return-steamer is due at *Bay of Islands* on Tues. night. From *Lewisporte* to (255 M.) *St. John's*, R.N.Co. RAILWAY in 12½ hrs. The round trip takes about 12-13 days, if continuous (through-fare, \$41.75, incl. berth and meals on the steamers).

By this, the so-called *Western Route*, steamer connection may be made at *Battle Harbour* either for the coast of Labrador or returning down the E. coast to St. John's (see R. 26g), thus completing the round of the island. The round trip in this case takes about 13 days, if continuous (return-fare \$36.40). Those who wish to shorten the sea voyage may proceed from St. John's to (403 M.) *Bay of Islands* by rail (R. N. Co. Railway in 20 hrs.) and thence to *Battle Harbour* and beyond as above (through-fare, returning by steamer \$27; via *Lewisporte* \$33.50). — At *Battle Harbour* connection is also made with the steamer 'Prosper' (see R. 26d) for *St. John's*.

From *St. John's* to (62 M.) *Placentia Junction* and (82 M.) *Placentia*, see R. 26f; thence by steamer to (414 M.) *Port-aux-Basques* see R. 26c; thence by railway to (143 M.) *Bay of Islands* see R. 26f.

After leaving *Bay of Islands* (or rather *Humbermouth*) the steamer

calls at (3 M.) *Curling* (p. 124) and thence follows the beautiful course of the *Humber River* to the *Bay of Islands*. At (21 M.) *York Harbour* it turns to the N., touches at (27 M.) *Lark Harbour* and (54 M.) *Trout River*, and reaches (67 M.) *Bonne Bay* (p. 117).

Beyond Bonne Bay the steamer steers N. N. E., with the *Long Range Mts.* (see p. 117) in sight some 10 M. from the coast. 147 M. *Port Saunders*, in *Ingornachioix Bay*, is of interest to sportsmen. Near it is (152 M.) *Hawk's Harbour*, with the large private cabin of Mr. Pratt of New York ('The Firs'). — Above Ingornachioix Bay calls are made at (179 M.) *Bartlett's Harbour*, (197 M.) *Brig Bay*, (206 M.) *Current Island*, and (215 M.) *Flower's Cove*, on the Newfoundland coast. The steamer then crosses the *Straits of Belle Isle* (p. 119) to (254 M.) *Salmon Bay* and (257 M.) *Bonne Esperance* (Whiteley's Hotel; p. 183) retracing its course to the E. to (271 M.) *Isle au Bois* and (272 M.) *Blanc Sablon*, on the mainland, at the boundary between Quebec (p. 157) and Newfoundland Labrador.

Sailing to the N. E. through the Straits of Belle Isle, with their succession of maritime pictures, the steamer touches at (277 M.) *Bradore* and (282 M.) *Forteau*, the latter possessing a cottage-hospital of the Grenfell mission (p. 126). At *Pointe Amour*, where are a lighthouse and wireless station, the Newfoundland coast can be made out across the Straits in clear weather. 292 M. *Lance au Loup*; 299 M. *West St. Modeste*; 313 M. *Red Bay*, with a post of Réveillon Frères, the Paris fur-trading rivals of the Hudson's Bay Co.; 343 M. *Hentey*; 345 M. *Château*, the terminus of a land-telegraph from Quebec; 361 M. *Chimney Tickle* †. 369 M. *Cape St. Charles*, with a fine deep-water harbour set among precipitous hills, is the proposed ocean terminus of a much-discussed railway-line from Quebec and steamship line from Ireland. — 379 M. *Battle Harbour*, see p. 126.

From Battle Harbour to (604 M.) *Exploits* (p. 118) the steamer follows the same course as the 'Prospero' (see R. 26d).

711 M. *Lewisporte*, the terminus of the voyage, see p. 123.

f. From St. John's to Port-aux-Basques.

Harbour Grace. Bonavista. Placentia.

546 M. REID NEWFOUNDLAND COMPANY RAILWAY in 28 hrs. (fares \$14, \$8; return-fares \$25, \$14; sleeper \$3). — This narrow-gauge railway, forming the trunk line of Newfoundland, was completed and opened for traffic in 1898. It opens up some of the most important farming, lumbering, and mining districts of the island, and forms the final link in the main travel route between Newfoundland and the American Continent. Its W. terminus, *Port-aux-Basques*, is connected with the Canadian railway system at (90 M.) *North Sydney* (p. 68) by the steamers mentioned at p. 103.

St. John's, see p. 110. The railway-station is at the W. end of the city. The train runs at first towards the W. and soon reaches the

† Tickle is a local name for a narrow channel, used in Labrador, Newfoundland (comp. Tickle Harbour, p. 122), and North New Brunswick.

shore of ***Conception Bay**, which it skirts towards the S.W. (*Views to the right). A remarkable deposit of brown hematite iron-ore, containing about 50 per cent of iron, is found on *Bell Island* (6 M. long; see p. 114), in this bay, and is now being shipped at the rate of 1,000,000 tons annually to supply the *Dominion Iron & Steel Co.* (comp. p. 68) and the *Nova Scotia Steel & Coal Co.* (see pp. 60, 69). The mines, which extend over 1 M. under the sea, are well worth a visit. The island may be reached by steamer from *Kelligrews* (see below) or *Portugal Cove* (p. 114). — 17 M. *Topsail*, a pretty village with comfortable boarding-houses, is a favourite summer and bathing resort. — 16 M. *Manuels*, with a fine beach, is likewise a popular holiday-resort. A deposit of tale has been opened in the vicinity (aërial tramway). — 20 M. *Kelligrews* is another favourite place of outing for the people of St. John's; daily steamer to *Bell Island* (see above). 24 M. *Seal Cove*. — 31 M. *Helgroad* (hotel), at the head of the bay, presents some striking scenery, especially in the sea-arms.

The line now runs inland. 37 M. *Ascendale*. — 42 M. *Brigus Junction*.

FROM BRIGUS JUNCTION TO HARBOUR GRACE AND CARBONEAR, 39 M., railway in 2 hrs. (from St. John's in $4\frac{1}{2}$ hrs.; through-fare \$2.45). The line runs towards the N. — 44 M. *Brigus* (H.), a little seaport with (1911) 1034 inhab., and a good wharf for fishing; 17 M. *Clark's Beach*; 23 M. *Bay Roberts*; 24 M. *Spawarth's Bay*, with a picturesque scenery (14 M. long); 25 M. *Tilton* (see below). — 33 M. *Harbour Grace* (*Cochrane Ho.*, \$3; *Harbour Hotel*), the second town of the island, with (1911) 4279 inhab., and an excellent harbour (1 M. long) is a clean, well-built little place, finely situated on the W. shore of Conception Bay. It carries on a large trade. The handsome *Roman Catholic Cathedral*, destroyed by fire some years ago, has been rebuilt. A pleasant drive may be made from Harbour Grace or Carbonear to (11-18 M.) *Heart's Content* (see below). Steamer from Harbour Grace to St. John's, see R. 262. — 39 M. *Carbonear* (*Hotel*), a thriving town (3340 inhab.) which carries on a large fish trade with Labrador. From Carbonear the line runs on to *Grates Cove*, near Grates Point (p. 117). Steamer to St. John's, see R. 262.

FROM CARBONEAR TO CLARENVILLE, 148 M. (fare \$3.85). The steamer 'Ethie' of the Reid Newfoundland Co. connects at Carbonear every Tues. and Sat. with trains from St. John's and runs to ports in Trinity Bay. On its return-trip from Clarenville the steamer crosses Trinity Bay to Heart's Content (see below). — The steamer first calls at (13 M.) *Western Bay* (960 inhab.) and (25 M.) *Bay de Verde* (p. 117) in Conception Bay, and then crosses the mouth of Trinity Bay to (55 M.) *Catalina* (p. 118). Here it turns to the S. and steers along the W. coast of Trinity Bay to (76 M.) *Trinity* (see p. 118), *Bonaventure* (86 M.), *British Harbour* (93 M.), and (108 M.) *Brunswick Cove*, with noted slate-quarries. It then steers through *Smith Sound*, to the N. of *Random Island*. 130 M. *Fox Harbour*; 136 M. *Hickman's Harbour*. 148 M. *Clarenville* lies on the railway (see p. 122), opposite the W. side of *Random Island*.

55 M. *Whitbourne* (hotel) is the junction for the branch-line to *Heart's Content* (see below).

This line passes (9 M.) *Broad Cove* and connects with the branch-line to Harbour Grace and Carbonear mentioned above at (22 M.) *Tilton*. — *Heart's Content* (1017 inhab.), which lies on the E. shore of *Trinity Bay* (p. 118), is now world-famous as the W. terminus of the Anglo-American Co.'s cables. Upwards of 4000 messages are handled daily.

At (62 M.) *Placentia Junction* diverges the branch-line to (20 M.) *Placentia* (through-fare from St. John's \$ 2 $\frac{1}{2}$).

This line runs to the S.W. past (12 M.) *Ville Marie*, a good fishing-centre.

Placentia (*Phippard's*, \$ 2 $\frac{1}{4}$; *Gart's*, \$ 2), a quaint little town with 1327 inhab., on the bay of its own name (comp. p. 115), was founded and fortified by the French in 1660 and held by them till 1713 (comp. p. 107). It is a summer resort on a shingly beach, surrounded by exquisite scenery, especially along the arms of the sea, one of which runs 10 M. inland. In July they abound in sea-trout of the finest quality. The remains of the *Oldest Protestant Church* (Ch. of England) in the island are here, occupying the site of an old French monastery, but they are in a most dilapidated condition. It contains a handsome silver communion-service presented to it by William IV., who visited *Placentia* when a midshipman (1737). On one of its old *Tombs'ones* is an inscription in the Basque language, the Basques having been among the earliest fishermen on the coast (comp. p. 106). — The old *Court House* is close to the church. Other objects of interest are *Castle Hill*, with remains of the French fortifications; *Point Verde* (3 M.), near which snipe and plover (see p. 104) abound; and *Libu White Pond* (5 M.), famous for its trout. — The region extending S. of *Placentia* to *Cape St. Mary* (p. 115), known as the 'Shore', is noted for its grouse shooting (comp. p. 109).

Placentia Bay. The steamer 'Argyle' of the Reid Newfoundland Co. plies on *Placentia Bay*, leaving *Placentia* every Thurs. on the arrival of the train from St. John's, for all points on the inner bay, and every alternate Mon., on the arrival of the train, for all points on the outer bay (fare \$ 7).

The steamer 'Portia' (p. 115) leaves *Placentia* every Sat. and the 'Glencoe' (p. 119) every Wed. for *Port-aux-Basques* (p. 116).

Beyond *Placentia Junction* the train runs through a wild, rugged district, traversing the narrow isthmus that connects the peninsula of Avalon with the main body of the island. 80 M. *Tickle Harbour* (comp. foot-note at p. 120); 88 M. *Rantern*; 91 M. *La Manche*; 99 M. *Arnold's Cove*; 103 M. *Come-by-Chance*, with trout-fishing; 116 M. *Northern Bight*, the junction for a projected branch-line to *Fortune* (p. 116); 131 M. *Clareville* (steamer to Heart's Content and Carbonear, see p. 121). 133 M. *Shoal Harbour* is the junction for the branch-line to *Bonavista* (see below).

This picturesque line (ca. 80 M.) traverses the *Bonavista Peninsula*. After passing several less important stations we reach, about midway, *Trinity* (see p. 118), on the bay of this name. — *Bonavista*, the terminus of the line, see p. 118.

144 M. *Thorburn Lake*. — At (151 M.) *Port Blundford* (hotels), where good sea-bathing and salmon and trout fishing may be obtained, the scenery improves.

The steamer 'Dundee' of the Reid Newfoundland Co. connects at *Port Blandford* with trains from St. John's and *Port-aux-Basques* every Mon. and Frid. and makes a complete circuit of the beautiful *Bonavista Bay* (comp. p. 118), calling at 38 ports, and taking about 3 days for the trip (through fare \$ 6.20).

165 M. *Terra Nova* (Hotel), on a lake of the same name, is one of the best hunting-resorts in Newfoundland, while the *Terra Nova River* is noted for its salmon (touring parties must take their own outfits with them). 181 M. *Alexander Bay*. — At (190 M.) *Gambo* (Hotel), the centre of another good hunting-district, we

cross the fine river of that name by a steel bridge. The river contains excellent trout, while *Lake Gambo* is famous for its land-locked salmon. — 204 M. *Benton*. — At (231 M.) *Glenwood* we cross the *Gander River*, the largest but one in the island (100 M.). To the S. lies *Gander Lake*, a fine sheet of water 33 M. long, surrounded by dense forests, in which much lumbering is done. — From (245 M.) *Notre Dame Junction* a branch-line runs to the N. to (10 M.) *Lewisporte* (350 inhab.; Hotel).

At *Lewisporte* the train connects with the steamer 'Clyde' of the Reid Newfoundland Co. for the trip round *Notre Dame Bay* (comp. p. 118). The steamer leaves every M. n. for the S. side, returning every Wed.; and leaves every Frid. for the N. side, returning every Sunday. This is one of the most beautiful trips in Newfoundland. The steamer winds in and out among the hundreds of islands that fill the bay, affording a fine panorama of picturesque fishing-villages and majestic coastal scenery. There are numerous points of call. — At *Lewisporte* connection is made also with the steamers 'Home' and 'Duchess of Marlborough' for *Battle Harbour* and *Bay of Islands* (see p. 119).

254 M. *Norris Arm* (hotel), on the *Exploits River*, the longest in the island (200 M.) and famous for its salmon, has a large lumber-mill. The line now follows the valley of this river, which contains much useful timber and large tracts of good arable land. The scenery is attractive, and beautiful wild-flowers flank the railway. —

268 M. *Bishop's Falls* (hotel), with a large pulp and paper mill owned by the *Albert Reed Co.* of London. — 276 M. *Grand Falls* (Cabot, \$ 2) where a modern town (about 2500 inhab.) has been established owing to the enterprise of the extensive pulp and paper mills of the *Anglo-Newfoundland Development Co.* ('A. N. D. Co.'), controlled and operated by Lord Northcliffe, the well-known London newspaper owner.

The Company holds a large tract of 3300 sq. M. (about half the size of Wales) of the best timber-land in the island (for tourists permit, see p. 109), and its establishment represents an investment of \$ 6 000,000. A private railway is run to (30 M.) *Botwood*, on the *Exploits River*, where shipment is made for England (see below). The power for manufacturing is led by two steel-tubes, each 2352 ft. long and 16 ft. in diameter, from the *Exploits River* which here has been transformed into a vast storage lake by means of a dam, 1529 ft. long and 26 ft. high and measuring 26 ft. at the bottom. About 50,000 tree-trunks are daily consumed by the mills, and the maximum daily output is 120 tons of paper, 300 tons of mechanical pulp, and 35 tons of sulphite pulp. Part of the pulp is exported to the *Imperial Paper Mills* at *Gravesend*, also founded by Lord Northcliffe.

283 M. *Rushy Pond*; 295 M. *Badger Brook*.

From *Badger Brook* one of the best CANOE TRIPS in the island (ca. 5 days; several portages), offering good sport to the hunter and fisherman, may be made through the picturesque S.W. part of the island to *Bay St. George* (p. 117). Ascending the *Exploits River* (see above), with the *Grand Falls* and several rapids, we reach *Red Indian Lake* (67 sq. M.), 37 M. long, with an average width of 2 M. Hence a side-arm of the river takes us through *Puddle* and *Stag Lakes* from which the *St. George River* leads to the bay of that name.

From (310 M.) *Millertown Junction* a branch-railway runs to (19 M.) *Millertown*, the centre of the logging operations of the A. N. D. Co. (see above), which here also has some small mills. 316 M.

St. Patrick's Brook is a famous hunting-resort. 321 M. *West Brook*. The train now leaves the *Exploits River Valley*. — At (333 M.) *Gaff Topsail* (1730 ft.) we reach the highest point of the line, on the watershed between the *Exploits* and *Grand Lake*. The so-called 'Topsails' are three singular granitic eminences springing from the level plateau. Granite boulders strew the ground, and granite-quarries are worked here. — The train now follows *Kitty's Brook* and soon enters the spacious and fertile **Humber Valley* (comp. p. 117), with scenery perhaps unrivalled in the island. At places the river is lined by cliffs of marble and limestone, several hundred feet high. For the next 100 M. or so scarcely a house is seen from the train. Indeed this paucity of houses is characteristic of most of the line, the explanation being that the settlements of Newfoundland are nearly all on the coast and that the railway has been built, not to meet the wants of a settled population, but to open up the interior of the island for industrial enterprise.

357 M. *Howley*, midway on a reservation where the caribou, in migrating, cross the railway, going S. in Sept. and N. in May.

364 M. *Grand Lake Station*, a coal-mining point, lies on **Grand Lake*, a fine sheet of water, the largest lake in the island (200 sq. M.), being 56 M. long and 5-6 M. wide, with an island, 22 M. long, in its centre. There is a good sportsman's hotel here (motor-boats on hire). Numerous cascades descend into the lake from the densely-wooded shores and from the island. Deer abound in the plateaux overlooking the lake and in the neighbouring *White Hill Plains*. — 375 M. *Deer Lake*, on the lake of that name, has a pulp and paper mill. A branch-line is now being constructed to *Bonne Bay* (p. 117).

At *Deer Lake* sportsmen leave the train for fishing and hunting on the upper *Humber River*, the entrance to which can be seen on the opposite side of the lake. The first pool sought and easily reached by boat with a couple of portages is that below the (20 M.) *Grand Falls*. Farther up the W. arm of the river and via *Aldery* and *Birchy Lakes* we reach *Adies Lake*, within beautiful mountain-scenery, *Mt. Erskine*, *Mt. Eales*, and *Silver Mt.* rising on the N. Good fishing and caribou shooting are to be had here.

Leaving *Deer Lake*, the train runs along the banks of the **Lower Humber River*. For the next 14 M. the river broadens almost into a lake, with foliage-laden banks, and then for an equal distance rushes through a deep defile, with scarred and treeless cliffs towering many hundred feet in grim majesty.

The *Humber* discharges its waters into the Gulf of St. Lawrence at (403 M.) *Bay of Islands* (River View, \$ 2½; Humber View, \$ 2) or, more properly, *Humbermouth* (comp. p. 117), the former name belonging by rights to the entire district.

For the steamers of the Reid Newfoundland Co., leaving on arrival of the train for *Battle Harbour* and *Lewisporte*, see R. 26e.

406 M. *Curling* (Tourists, from \$ 1½) is a beautiful spot, with a branch of the Bank of Montreal.

Bay of Islands and *Bonne Bay* are destined to be the chief tourist resorts of the W. coast of Newfoundland on account of their beautiful

scenery. The railway between Bay of Islands and Port aux-Basques probably makes accessible more good salmon and trout fishing streams than can be found in the same distance anywhere else in the world.

A valuable deposit of slate has been found at Bay of Islands, whence it is shipped to England. There are similar deposits in Trinity Bay, Bonavista Bay, and Placentia Bay.

425 M. *Howards*, in a mining-district. — 429 M. *Spruce Brook* (*Log Cabin Hotel, from \$3¹/₂, with tennis courts, canoeing, boating, fishing, etc.). The hotel is situated near *St. George's Lake*, a beautiful sheet of water about 8 M. long by 2-3 M. wide, surrounded by high and timber-covered hills. The next station, (437 M.) *Harry's Brook*, also has excellent salmon-fishing. — 451 M. *Stephenville Crossing* (Bay St. George Hotel, \$3, resembling the Spruce Brook Log Cabin; Nandini's, \$2, for sportsmen), with bathing, boating, fishing, and golfing, lies 8 M. from the village of Stephenville and is the point of departure by water for *Sandy Point*, the centre of the great herring-fishery of *Bay St. George* (comp. p. 117). This fine bay, a favourite summer-resort, is adjoined by deposits of coal, lead, iron, gypsum, and asbestos. Three rivers unite at Stephenville and empty into Bay St. George: *Harry's Brook*, *Bottom Brook*, and *Southwest Brook*, all excellent salmon-streams. — The railway crosses the head of the bay to (458 M.) *St. George's*. The bay may still be seen from the railway, which now in places passes over a flat and treeless waste of sand-dunes. — At (473 M.) *Fishel's* the train enters a section known as 'The Rivers' on account of the many streams that traverse it. 479 M. *Robinson's Brook* (*Shears' Hotel*), on the river of that name, with salmon and trout fishing. — 486 M. *Crabbe's* (*Gosse's Hotel*). The *Crabbe's River* has splendid salmon, and the picturesque *Loch Leven* very good trout fishing. There are good roads and fine Highland scenery in the vicinity. — 501 M. *North Branch* and (511 M.) *South Branch* (*Tompkins Bungalow*) are the stations for the *Grand River Codroy*, a fine stream about 35 M. long, with good salmon-fishing in the early season (June 15th-July 15th). The train now runs behind the *Anguille Hills* (see p. 104). 521 M. *Doyle's*, or *Codroy* (inn), a favourite resort for sportsmen. At (527 M.) *Little River* (*Tompkins*, \$2), amidst attractive mountain-scenery, excellent salmon and trout fishing may be had from June 15th till the end of the season on the *Little Codroy*, a favourite river with American anglers. We next traverse several miles of rocky barrens.

546 M. *Port-aux-Basques*, see p. 116.

g. From St. John's to Battle Harbour and the Coast of Labrador.

The STEAMERS 'KYLE' and 'INVERMORE' of the Reid Newfoundland Co. run weekly (June-Oct.) from St. John's to (429 M.) *Battle Harbour* and other points on the Labrador Coast, going as far as (1007 M.) *Nain*, where they connect with the steamer 'STELLA MARIS' for (1568 M.) *Port Burwell*, at the entrance to Hudson's Strait. The return fare to Nain is \$38 (incl. meals and berth). Once during the season (usually in Sept.) the 'Stella Maris' goes to *Lake Harbour* (p. 129), in Baffin Island.

The trip from St. John's to Nain and back takes about 19 days, while ca. 11 days are required for the round trip between Nain and Port Burwell. The N. terminus of the route of the 'Stella Maris' depends upon the weather and the state of the cod-fishery, and on some of its trips the stations beyond (1252 M.) *Mugford Tickle* may be omitted. The fine 'Scenery and the invigorating atmosphere make this trip a unique and highly enjoyable experience to those who are fond of the sea and do not object to rough it a little. Connection with the steamers 'Kyle' and 'Invermore' is made at Battle Harbour by the steamers 'Home' and 'Duchess of Marlborough' from Bay of Islands (see p. 118) or Lewisporte (see p. 120), but tourists are strongly advised to begin the trip at St. John's in order to avoid delays.

For the description of the journey from St. John's to *Battle Harbour*, comp. also R. 26d. — The steamer calls only at (38 M.) *Harbour Grace* (p. 121), *Carbonear* (48 M.; p. 121), *Trinity* (98 M.; p. 118), *Catalina* (115 M.; p. 118), *Wesleyville* (165 M.; p. 118), and (239 M.) *Twillingate* (p. 118).

429 M. **Battle Harbour** (*Croucher's*, from \$1½), a sheltered roadstead between *Battle Island* and *Great Caribou Island* (wireless station), is the principal port on the coast of Labrador (see below). It is a great fishing-centre, and during the summer season it is crowded with boats and presents a lively scene. There is a *Hospital* of the Royal National Mission to Deep Sea Fishermen (see below).

Labrador, the narrow strip on the E. coast of the Peninsula of Labrador, extends from Cape Chidley on Hudson Strait southwards to Blanc Sablon on the Straits of Belle Isle and is bounded on the W. by the Territory of New Quebec (p. 157). It comprises an area of 120,000 sq. M. (about the size of Great Britain) and belongs as regards administration and jurisdiction to Newfoundland (comp. p. 108). Its permanent population in 1919 was only 3647, including over 1000 Eskimos who are under the control of the Moravian Missions (comp. pp. 128, 129). In the fishing-season, however, some 20,000 persons, including many women and children, come from Newfoundland, and live in rude huts on shore or on board the fishing schooners, exposed to great hardship and peril. Many cases of sickness and accident occur, only a few of which can be dealt with by the doctor of the mail-steamer; while among the permanent white residents, or 'liveries', tuberculosis and beriberi have obtained a foothold. The attention of the *Royal National Mission to Deep Sea Fishermen* in England having been called to the condition of the Labrador fishermen, the mission-ship 'Albert' was sent there in 1892 in charge of Dr. W. T. Grenfell. The next year a medical mission, under the superintendence of Dr. Grenfell, was established on the coast. Three well-equipped hospitals have been opened, at St. Anthony (p. 119), Battle Harbour, and Indian Harbour (p. 128), each with a doctor and trained nurses in charge; and a cottage-hospital has been maintained at Forteau (p. 120). In addition Dr. Grenfell cruises along the coast during the summer on the hospital-steamer 'Strathcona' (the gift in large part of the late Lord Strathcona), ministering to the sick, relieving the poor with donations of clothing, and carrying severe cases to the hospitals. Since 1906 handicrafts and industrial work, supervised from St. Anthony, have been included in the mission activities, and since 1912 the Seamen's Institute at St. John's (p. 112). Reindeer have been successfully introduced by the mission from Lapland.

BIBLIOGRAPHY (comp. also pp. 128, 110). An excellent account of Labrador under various aspects is given in 'Labrador: the Country and the People', by W. T. Grenfell (see above) and others (new ed.; London, 1913; 10s. 6d.). By the same author are 'A Labrador Doctor; the Autobiography of W. T. Grenfell' (London, 1920; 15s.), 'Tales of the Labrador' (London, 1916; 4s. 6d.), and 'Down North on the Labrador' (New York, 1911; \$ 1). Other interesting accounts will be found in *William Brooks Cabot's* 'Labrador'

(London, 1922; 15s.) and 'In Northern Labrador' (London, 1912; 12s.); *H. Hesketh Prichard's* 'Through Trackless Labrador' (London, 1911; 15s.); *C. W. Townsend's* 'Along the Labrador Coast' (Boston, 1907) and 'Captain Cartwright and his Labrador Journal' (Boston, 1911; comp. below); *W. G. Gosling's* 'Labrador, its Discovery, Exploration, and Development' (London, 1910; 21s.); *E. W. Haekes's* 'The Labrador Eskimo' (Geol. Surv. of Can.; Ottawa, 1916); *S. K. Hutton's* 'Among the Eskimos of Labrador' (London, 1912; 16s.) and *P. W. Brown's* 'Where the Fishes Go' (1909). The life and manners of the fish-ermen are depicted in Norman Duncan's 'The Way of the Sea', and in other books by the same author.

For a considerable distance beyond Battle Harbour the coast is rocky and bleak. 449 M. *Francis Harbour*; 459 M. *Ship Harbour*; 481 M. *Snow Harbour*; 488 M. *Venison Tickle*, a wireless station; 493 M. *Hawk's Harbour*, the site of the only whale-oil factory on the coast; 502 M. *Boister's Rock*, a secluded harbour with picturesque fish-stages. 527 M. *Bateau*.

At (532 M.) *Black Tickle* we may leave the steamer and after an hour's walk rejoin it at (533 M.) *Domino*, an important fishing-centre, with a Marconi station. The steamer now traverses the beautiful *Domino Run*, studded with islands and forming the most picturesque region on the S.E. coast of Labrador. 549 M. *Indian Tickle* and (572 M.) *Grady* are important centres for fishermen, the latter with a Marconi station.

595 M. *Cartwright*, at the beginning of *Sandwich Bay*, occupies the site of the first post of the *Hudson's Bay Co.* (see p. 279), established in 1770 by George Cartwright, a retired military officer, who has given us a most life-like and interesting description of his 'sixteen years residence' in Labrador (comp. above), a record which charmed Coleridge and Southey. — From this point to (615 M.) *Pack's Harbour* the coast rises in bold, tumbled masses, fringed with islands. The steamer touches at (643 M.) *George's Island* and then enters *Hamilton Inlet*, which is 30 M. wide at its mouth, and into which *Hamilton River* (see below), flowing from the interior of Labrador, and fed by numerous lakes, discharges its waters. — 685 M. *Rigolet* is the only port of call in *Hamilton Inlet* which here unites with *Lake Melville* (ca. 100 M. long), as this extension of the *Hamilton* is called. *Rigolet* is the principal post of the *Hudson's Bay Co.* in Labrador. Much of the region about *Hamilton Inlet* is thickly wooded, and at the head of the bay a large lumber mill has lately been built.

GRAND FALLS. An occasional opportunity of ascending *Lake Melville* is afforded by the small steamer 'Yale' which carries the mails to the *Hudson's Bay* post at *North West River*, near the S. end of the lake, and to the lumber and pulp mills at *Mud Lake*. The trip up *Hamilton River* from these places to *Grand Falls* is for the more venturesome only.

The "Grand Falls on *Hamilton River* were re-discovered in 1891, by *Messrs. Bryant, Kenaston, Carey, and Crole* (in two separate expeditions), and they were again visited by *Mr. A. P. Low*, at the head of an expedition of the Canadian Geological Survey, in 1894. The first white man who saw these falls, in 1839, was a Scotsman named *McLean*, an official of the *Hudson's Bay Company*. No one is known to have visited them in the interval, and the accounts of them were considered mythical. The falls present a most magnificent spectacle. The river leaps from a rocky platform into a huge chasm. The roar is deafening and can be heard at a

distance of 20 M. An immense column of mist rises to a great height, showing a beautiful rainbow. The height of the falls was found on accurate measurement to be 316 ft. The cañon (*McLean Cañon*) into which the river plunges is 12 M. in length, and below the falls the cliffs along its banks are 400-500 ft. high. The banks gradually narrow above the falls, and where it makes its final plunge the river is not more than 200 ft. in width. On reaching a pool about 4 M. above the falls, the comparatively still river of the plateau rushes down a descent of 200 ft. in a strong rapid, and below the falls it descends 300 ft. more in a similar fashion. Hence the total descent within a few miles is 800 ft., while that from the rapids above the falls to the sea is about 2000 ft. See Mr. Low's Report (1897).

Rigolet (p. 127) was the starting-point of the ill-fated expedition consisting of *Leonidas Hubbard*, assistant editor of 'Outing', *A. Dillon Wallace*, a New York lawyer, and *George Elson*, an Indian guide, which started out in the summer of 1903 (inadequately equipped according to experienced hunters and trappers of the country) to explore the interior of Labrador. It resulted in the death of Mr. Hubbard from starvation on Oct. 18th. See 'The Lure of the Labrador Wild' (New York, 1905) and 'The Long Labrador Trail' (London, 1907), by Mr. Dillon Wallace, the survivor. *Mrs. Hubbard*, widow of the explorer, led another expedition to Labrador in 1905, in which she succeeded in her purpose of showing that her husband's scheme was entirely feasible (comp. her book 'A Woman's Way through Unknown Labrador', New York 1909).

The steamer now retraces its course to (731 M.) *Indian Harbour*, on the N. point of the entrance to Hamilton Inlet, where are a hospital of the Deep Sea Mission (p. 126) and a Marconi station. 758 M. *Emily Harbour*.

766 M. *Holton*, 806 M. *Cape Harrison*, 852 M. *Makkovik*, all with Marconi stations. The coast now becomes increasingly wild, with rugged mountain-ranges 5-10 M. from it. The approach to (906 M.) *Hopedale*, a Moravian mission-station established in 1782, is extremely picturesque. The missionaries, most of whom are Germans, are hospitable, and the tourist should inspect the buildings and attractive gardens. The hills afford a superb *View of *Hopedale Bay*.

929 M. *Cape Harrigan*; 944 M. *Davis Inlet*, a post of the Hudson's Bay Co. Beyond (1007 M.) *Nain*, the oldest Moravian mission-station, dating from 1771, where we go on board the steamer 'Stella Maris' (see p. 125), the coast rises rapidly. We are now in the country of the Eskimo, to whom the Moravians minister. The steamer threads its way among islands and skirts the base of precipitous cliffs of basalt and slate, 1500-2500 ft. high.

At (1252 M.) *Mugford Tickle* the cliffs, rising 2000 ft. sheer from the water's edge, attain a maximum height of 3500-4000 ft. For the next 200 M. the *Scenery is unsurpassed in North America, combining the impressive grandeur of the Alps or the Canadian Rockies with the picturesqueness of Norway. Copper has been discovered at Mugford. 1318 M. *Hebron*, a Moravian mission-station. 1368 M. *Saglek Bay*; 1400 M. *Bear Gut*, a gigantic fjord. 1449 M. *Nachvak*; the bay here is 30 M. long, with precipices towering up to a height of 3500 ft.

Beyond Nachvak we pass (1459 M.) *White Handkerchief*, so called from a great mass of white rock on the face of the soaring cape.

1476 M. *Seven Islands Bay*. A short distance from the coast rise the bold *Torngat Mts.* or *Torngaks* (from an Eskimo word meaning 'bad spirits': comp. also pp. xix, xxxviii). 150 M. long and including *Mt. Tetragona* (ca. 6000 ft., first ascended in 1915 by Dr. A. P. Coleman). The elevations decrease from this point to *Cape Chidley*, which lies at the entrance to *Hudson Strait*. The tide here has a rise and fall of 35 ft. We round the cape through *Gray Strait* to (1568 M.) *Port Burwell*, a desolate spot on the E. coast of *Ungava Bay*, with the Moravian mission-station of *Killinek*. Here one may see something of the life of the heathen Eskimo.

Between Port Burwell and (1775 M.) *Lake Harbour*, in *Baffin Island*, the seat of a Church of England Mission, the steamer makes no stops. Land is sighted about 100 M. from Port Burwell.

HUDSON BAY. There is no regular communication between Newfoundland or Canada and *Hudson Bay*. The steamer *Nascopee*, of the Hudson's Bay Co., however, makes an annual trip from Montreal (p. 132), calling at *Fork Factory* and *Port Nelson*, *Fort Churchill* (see p. 326), and other posts in the Bay and in Labrador. The steamer, which is built to cope with ice and affords comfortable accommodation, starts about July 1st and takes about 100 days to the trip. Intending passengers should apply early to the *Trade Commissioner* of the Hudson's Bay Co. at Winnipeg (p. 278).

27. St. Pierre and Miquelon.

The STEAMER 'Pro Patria' of the PLANT LINE plies fortnightly from Halifax to the French islands of *St. Pierre* and *Miquelon*, taking about 2 days to the voyage. The steamer runs to North Sydney through the *Bras d'Or Lakes* by the route described in R. 19b, except when prevented by ice, and crosses thence to *St. Pierre*, a distance of about 100 M. The steamer 'Sagana' of the NEWFOUNDLAND PRODUCE CO. ('Crosbie Line'), also makes a fortnightly trip from Halifax, by the outside route, calling at Sydney and North Sydney.

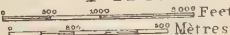
The islands of **St. Pierre and Miquelon**, ceded by Great Britain to France as a shelter for her fishermen by the Treaty of Paris (1763) and now the only relics of the once great French empire in N. America, are situated at the mouth of *Fortune Bay* (p. 116), about 10 M. from the peninsula of *Burin* (p. 115), the nearest part of Newfoundland, and about equidistant (135 M.) from *Cape Race* (p. 115) and *Cape Ray* (p. 116). *Great Miquelon Island*, about 12 M. long, is connected by a sandy isthmus with *Little Miquelon* or *Langlade Island*, which is about the same size. The island of *St. Pierre* is much smaller, being only about 4 M. in diameter, but it is much the more important of the two, containing the capital and the only good harbour. The two islands, which contained in 1914 a resident population of about 4200, nearly all of whom were in *St. Pierre*, cover a total area of 96 sq. M. They were formerly administered by a governor but have been since 1906 under an administrator. The islands were of immense importance to France as the station from which she carried on her fisheries on the Banks of Newfoundland. In 1904, however, France relinquished its claims to the so-called *French*

Shore of Newfoundland (p. 108) and since the bait-selling regulations (see p. 109) the Banks fishery has also been practically ruined. The value of the imports in 1918 was 5,166,652 frs., of the exports (cod and fish products) 6,711,299 frs. Smuggling, which was formerly rife, has been much diminished through the exertions of the Canadian and Newfoundland governments. The fisheries, which have much declined, are supported by large bounties. Vegetation on the islands is of the poorest description, only a few garden vegetables being grown. Dense fogs are apt to prevail in summer and sometimes hang over the islands for days together.

The town of **St. Pierre** (*Hôtel Joinville*, \$2½; *Pension Coste*, \$2; *Pension Miller*), which lies on the E. side of the island, is the seat of the administration of the Islands and is the landing-place of two transatlantic cables. During the fishing-season (May-Oct.) it presents a very busy aspect, its roadstead often containing scores of fishing-vessels, while hundreds of fishermen are temporarily added to its small population (comp. p. 129). The chief buildings are the *Governor's House* (now occupied by the Administrator), the *Court of Justice*, the large *Church* and *Convent*, the *Hospital*, and the *Schools*. Altogether, the little town is unique in character, and the visitor will find much to interest him in it and in the customs and manners of the fishermen who frequent it. He may either return by the same steamer after 3-4 days or wait 17-19 days for the next one.

1:22.800

1000 5000 Feet
500 Metres



1. *Method Church* C
2. *Acad. of Music* C
3. *Club Canadien* E
4. *Seminary of St. Sulpice* E
5. *Nat. Hist. Mus.* B
6. *City Club* . . . E
7. *Laval Univ.* D
8. *St. James Club* C
9. *Château de Ramezay* E
10. *The Avenue Ho.* C

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28. Montreal.

Railway Stations. *Bonaventure Station* (Pl. D, 6, 7; p. 140), St. James St., for trains of the Grand Trunk Railway, Canadian National Railways, Central Vermont R.R., Delaware & Hudson R.R., etc.; *Windsor Street Station* (Pl. C, 6; p. 140), Windsor St., the chief station of the Canadian Pacific Railway, also used by the Adirondack line of the New York Central R. R. (R. 2, d); *Viger Place Station* (Pl. E, F, 4; p. 138), on the E. side of the city, for the Quebec, Ottawa, and N. local trains of the C. P. R. and for the C. N. R.; the last-named company also has the *Tunnel Terminal Station* (Pl. C, D, 6;

p. 140) and *St. Catherine Street East Station* (beyond Pl. F, 1), at the corner of Moreau St. — *Steamers*, see below. — *Cabs*, see below. The omnibuses of the chief hotels meet the trains and steamers (fare 25 50 c.).

Hotels. MOUNT ROYAL HOTEL, a large first-class house of 1000 rooms, Peel St., was under construction in 1922: RITZ-CARLTON (Pl. e; B, 6), cor. of Sherbrooke St. and Drummond St., 250 R. from \$ 3 1/2; *WINDSOR (Pl. a; C, 6), excellently situated in Dominion Square, 700 R. from \$ 3, with bath from \$ 3 1/2; *PLACE VIGER (Pl. f; E, 3), Viger Sq., owned by the C.P.R., R. from \$ 3; *QUEEN'S (Pl. c; D, 6), cor. of Windsor St. and St. James St., opposite the Bonaventure Station, commercial, \$ 6; *ST. LAWRENCE HALL (Pl. b; D, E, 5), Craig St. W., good cuisine, \$ 5, R. from \$ 2; FREEMAN'S (Pl. g; E, 5), 182 St. James St., R. from \$ 2 1/2, with bath from \$ 3; CORONA (Pl. d; B, 7), 403 Guy St., adjoining His Majesty's Theatre, R. from \$ 2 1/2, with bath from \$ 3 1/2; GRAND UNION 343 Notre Dame St., from \$ 4; VICTORIA 585 St. James St., R. from \$ 1 1/2; RICHDEAU, 58 Jacques Cartier Sq., R. from \$ 1 1/2; ST. JAMES (Pl. h; D, 6) opp. the Bonaventure Station, R. from \$ 1 1/2, commercial; RYAN'S, 129 Windsor St., R. from \$ 2 1/2; RUSSELL Ho., 534 St. James St., R. from \$ 1 1/2.

Boarding Houses. *Mrs. Phelps*, 52 McGill College Ave.; *Mrs. Moody*, 105 Stanley St.; *Mrs. Reed*, 103 Stanley St.; *Mrs. Robinson*, 737 Dorchester St. W.; *Mrs. Blank*, 590 Sherbrooke St. W.; Y. W. C. A., 502 Dorchester St., opposite the Windsor Hotel (for ladies, R. from \$ 1); *The Wilhelmina*, 234 Mountain St. (R. from \$ 1 1/2). — Lodgings are also easily procured; lists at the Y. M. C. A. (see p. 140) and at the Y. W. C. A.

Restaurants. *Bodega*, 108 Notre Dame St. W.; *Freeman*, 151 St. James St.; *C. M. Alexander*, 219 St. James St.; *Oxford Café*, 350 University St.; *Grill Rooms* of *St. Lawrence*, *Ritz-Carlton*, and *Windsor Hotels* (see above); *Corona Hotel*, see above; at *Morgan's*, the *John Murphy Co.*, and other departmental stores; at the railway-stations.

Electric Tramways traverse the city in various directions (comp. Plan), and extend to *Mount Royal* (p. 143), to (1/2 hr.) *Summerlea* (*Lachine*: p. 145), to *Chambly* (p. 20), and to various other points in the Island of Montreal. Fare 5 c. (six tickets 25 c.), to the extra-mural points 10 c., to *Lachine* 15 c., to *Bout de l'Isle* (p. 151) 25 c., to *Chambly* 50 c.

Cabs. With one horse, 1-2 pers. for 1/4 hr. 50 c., 1/2 hr. 75 c., 3/4 hr. \$ 1, for the first hr. \$ 1.25; 3-4 pers. 75 c., \$ 1, \$ 1.25, \$ 1 1/2. With two horses: 1-2 pers., 75 c., \$ 1, \$ 1 1/2; 3-4 pers., \$ 1, \$ 1.25, \$ 1 1/2; by the hour, \$ 1.75 (1-2 pers.), \$ 2 (3-4 pers.). Trunk 25 c.; small articles free. Fare and a half from midnight to 4 a.m. The cabmen of the Montreal Hackmen's Union (identified by button with M. H. U.) may be recommended. — **Taxicabs.** Fare per mile for 1-2 pers. 40 c., 3-4 pers. 50 c.; between midnight and 6 a.m., 1-4 pers. 50 c.; waiting-time, day or night, per hour, \$ 1 1/2; trunk 20 c.

Observation Cars start from the cor. of St. Catherine St. and Peel St. (Pl. C, 6) several times daily in summer, visiting the chief sights of the city and encircling Mt. Royal (2 hrs.; fare 50 c.). — SIGHT-SEEING AUTOMOBILES and TALLY-HO COACHES leave the Ritz-Carlton and Windsor hotels (see above) 2-3 times daily in summer for drives about the city and to Mt. Royal Park (fare \$ 1-2).

Steamers. 1. STEAM FERRIES ply at frequent intervals to *St. Helen's Island* (p. 141), *St. Lambert* (p. 145), *Longueuil* (p. 145), and *Laprairie* (p. 145). — 2. RIVER STEAMERS, belonging to the Canada Steamship Lines Ltd. (9-11 Victoria Square), the Ottawa Co. (166 Common St.), and other lines, ply regularly from Montreal up or down the St. Lawrence to *Quebec* (see R. 30e), *Three Rivers* (see p. 148), the *Saguenay* (R. 36), *Toronto* (R. 46), and other ports; up the Ottawa to *Corillon* (R. 29); to ports on the rivers *Richelieu* (p. 152) and *Yamaska* (p. 149), etc. — 3. LARGER STEAMERS run to *Charlottetown*, *Pictou*, and *St. John's* (Newfoundland), and to other ports in *Gaspé*, *Chaleur Bay*, the *Gulf of St. Lawrence*, *Prince Edward Island*, *Cape Breton* (*Quebec Steamship Line*, etc.), and *Hudson Bay* (see p. 129). — 4. OCEAN STEAMERS run to *Liverpool*, *London*, *Southampton*, *Glasgow*, *Harre*, and *Antwerp* (comp. R. 1), to other transatlantic ports, and to the *West Indies*, *Australia*, *New Zealand*, and *South Africa*.

Amusements. *His Majesty's Theatre* (Pl. B, 7), Guy St., the chief theatre of Montreal; *Théâtre des Nouveautés* (Pl. D, 4), 81 St. Catherine St. E. (well-acted modern French plays); *Academy of Music* (Pl. 2; C, 5), Victoria St.; *Théâtre Français* (Pl. D, 4), 27 St. Catherine St. E.; *Théâtre Royal* (Pl. D, 5), Côte St.; *Princess, Orpheum*, both in St. Catherine St. W. near Phillips's Sq. (Pl. C, 5). — *Arena*, St. Catherine St., cor. of Wood Ave. (beyond Pl. B, 7), for concerts, light opera, sports, etc.; *Victoria Hall*, Drummond St., for concerts; *Monument National* (Pl. D, 4), 246 St. Lawrence Boulevard, for concerts and entertainments; *Starkey Hall*, 90 Stanley St., behind the Windsor Hotel. — *Solmer Park* (Pl. F, 3), in Notre Dame St., on the bank of the river, a sort of 'al fresco' music hall, with variety-entertainments (adm. 10 c., menagerie 10 c. extra); *Dominion Park* at Longue Pointe (p. 151), a similar resort (both reached by electric car, fare 5 c.). — *Concerts* are given by the *Montreal Oratorio Society*, etc. Organ-recitals at Christ Church Cathedral (p. 140): good music at the Church of the Gesù (p. 141).

Sport. *Lacrosse*, the Canadian national game (comp. p. lxii), may be well seen (matches usually on Sat. in summer and autumn) at the grounds of the *Montreal Amateur Athletic Association* (see below) or of the *Shemrock Club* (grounds at the head of St. Denis St.). — The *Royal Montreal Golf Club* has an excellent course (18 holes) at *Beauport*, about 10 M. to the W. of the city, and there are other links at St. Lambert (p. 145), Pointe Claire, Caughnawaga (p. 47), Outremont (p. 144), Westmount (p. 142), etc. — *Yachting and Boating* are carried on on the St. Lawrence at *Longueuil* (p. 145), *Ste. Anne* (p. 204), *Lachine* (p. 220), etc.; and there are also clubs for *Cricket, Football, Hockey, Tennis*, etc. — The *Montreal Hunt* claims to be the best in America (meets thrice weekly in Sept.-Dec.; wild fox). The fine *Kennels* of the club are on Queen Mary's Road, Outremont. The *Canadian Hunt Club* has its head-quarters at Slocum Lodge, opposite St. Lambert (p. 145). — *Horse Racing* is carried on, in summer and autumn, at the *Delorimier Park* and *Blue Bonnets*, both reached by railway.

The **WINTER SPORTS** are a highly characteristic feature of Montreal, the climax of the season being the erection of the 'Palais de Glace' every year in December. — *Prince Arthur Skating Rink* (Pl. B, 3), Duluth Ave.; *Arena* (see above); *Victoria Skating Rink* (Pl. C, 6), Drummond St. (p. 140). — *Tobogganing* is enjoyed in winter at the *Park Slide* (Pl. A, 6; over 1/2 M. long), on the W. slope of Mt. Royal Park. — *Colodonian Curling Rink*, 101 Burnside Place (Pl. C, 6, 5); *Thistle Curling Rink*, 71 Fort St. (Pl. B, 7); *Montreal Curling Club*, 56 St. Luke St. (Pl. B, 7). — The *Montreal Snow Shoe Club* ('Tuque Blanche') gives torchlight parades in winter (picturesque blanket uniform; comp. p. lxiii). Other snowshoe clubs are *Le Montagnard* (the chief French snowshoe club), *St. George's* (with a good club-house on the mountain), *Argyle*, and *Holly*. — There are also several *Ski Clubs*.

Exhibitions of Paintings are held in the *Art Gallery* (p. 142). Among the best private collections are those of the late *Lord Strathcona* (p. 145), the late *Sir W. C. van Horne* (d. 1915), *Mr. R. B. Angus* (p. 145), and *Mr. James Ross* (p. 145).

Newspapers. The following are among the chief papers published at Montreal. English: *The Gazette*, founded in 1778 and published continuously since 1795, is the oldest still existing paper in Canada (Conservative; 2 c.); *The Herald* (Liberal; 2 c.); *The Star*, the leading Conservative organ in Canada (2 c.). French: *La Patrie* (Lib.; 1 c.); *Le Canada* (Lib.; 1 c.); *La Presse* (Con.; 2 c.); *Le Deroir* (Nationalist); *L'Aurore* (French Prot. weekly); *Le Samedi* (weekly). — Numerous weekly, monthly, and quarterly periodicals are also published in both languages.

Clubs. *Mt. Royal* (Pl. B, 6), Sherbrooke St., cor. Stanley St.; *St. James* (Pl. 8; C, 5), 373 Dorchester St. W.; *University*, 401 Dorchester St. W.; *St. Denis Club* (Pl. C, 3), 137 Sherbrooke St. E.; *Engineers*, 9 Beaver Hall Sq.; *Canada Club*, in Board of Trade Building (p. 144); *Montreal Club*, Dominion Express Building (p. 134); *Club Canadien de Montreal* (Pl. 3; E, 3), 350 LaGauchetière St. — *Montreal Amateur Athletic Association* (Pl. B, 6), 250 Peel St., with gymnasium, library, etc. (strangers admitted for one week on introduction by a member); grounds, with cinder-track and club-house, on St. Catherine St. West (comp. above). — *National Amateur Athletic*

Association (French), with grounds in Ontario St. East. — *Forest & Stream Country Club*, on Lake St. Louis, at Dorval (p. 187).

Fur Shops. *Henderson*, 517 St. Catherine St. W.; *Holt, Renfrew, & Co.*, 401 St. Catherine St. W.; *Alexander*, 412 St. Catherine St. W.; *Desjardins*, 130 St. Denis St. — At '*Our Handicrafts Shop*', belonging to the *Canadian Handicraft Guild*, may be purchased specimens of *Habitant*, *Doukhobor* (see p. 319), *Galician*, and *Indian* work.

Photographs of Canadian scenery, etc., may be obtained of *William Notman & Son*, Birks Building, Phillips Square, opposite the Christchurch Cathedral, or at the hotels.

Baths. *Crescent Turkish Baths*, 580 Dorchester St. W.; *Turkish Baths*, 140 Ste. Monique St. (Turkish bath \$1; plunge or swimming bath 25 c.); *Mt. Royal Sanatorium*, 45 Metcalfe St., opposite Windsor Hotel (Turkish, electric, and other baths); *Laurentian Baths*, 650 Craig St. E.; *Swimming Baths* on St. Helen's Island.

Post Office (Pl. E. 5), St. James St., open 7-7 (mails to Great Britain four times weekly, to the United States twice daily; comp. p. xxii); and numerous branch-offices and postal stations. — *Telegraph Offices.* *Great Northwestern Telegraph Co.* and *Anglo-American Telegraph Co.*, 6 St. Sacrament St.; *C. P. R. Co.'s Telegraph and Commercial Cable Co.*, 4 Hospital St.; all with numerous branch-offices. — *Bell Telephone Co.*, 1700 Notre Dame St.

Tourist Agents. *Thos. Cook & Son*, 526 St. Catherine St. W. — *Tourist Information Bureau* (of the 'Montreal Business Mens League'), Leeming-Miles Building, cor. of St. Lawrence Boulevard, and Notre Dame St. —

Express Service. *Dominion Express Co.*, 141-143 St. James St.; *American Express Co.*, 231 St. James St.; *National Express Co.* and *Canadian Express Co.*, both at 94 McGill St. (G.T.R. Building).

United States Consul-General, *Mr. A. Halstead*. — There are also French, Belgian, Italian, German, and other consular representatives.

The *Streets* of Montreal are supposed to have both the English and French forms of their names at the corners (generally the French in the E. part of the town and the English in the W.). The streets running N.E. and S.W. are distinguished as 'West' or 'East' with reference to St. Lawrence Boulevard (Pl. A-E. 2-4), where the numbering begins. [As this, however, is a recent innovation, the old numbers of the houses are still partly in use.]

Principal Attractions (1½ day). * *Notre Dame Church* (p. 136); * *St. James's Cathedral* (p. 139); *Christchurch Cathedral* (p. 140); * *Mount Royal Park* (*View; p. 143); * *Hôtel Dieu* (p. 143); * *Grey Nunnery* (p. 141); *Château de Ramezay* (p. 137); * *Bonsecours Market* (p. 138); *Art Gallery* (p. 142); *Natural History Museum* (p. 140); *McGill University* (p. 142); * *Victoria Bridge* (p. 144).

Montreal (187 ft.), the largest city and chief commercial centre of the Dominion of Canada, is situated on the S.E. side of the triangular island of the same name, formed by two of the branches into which the *Ottawa* divides as it flows into the *St. Lawrence*. The island is about 30 M. long and 7-10 M. wide. The city, which covers an irregular area 13 M. long and 9 M. wide, is built upon a series of gently-sloping marine terraces, which were cut into the hill of *Mont Réal* or *Mt. Royal* (p. 143), from which the town derives its name, during the post-glacial submergence. Montreal is about 400 M. from New York, 980 M. from the Straits of Belle Isle (p. 3), and 2750 M. from Liverpool (300 M. nearer than New York). Though not even the capital of its own province (Quebec), Montreal exercises great political influence, and it is the seat of the chief banks and trading corporations of Canada, and is richly endowed with churches and large charitable or educational institutions, a characteristic which made Mark Twain remark he could not throw a stone without breaking a church window. In 1921 Montreal City contained 607,063 inhab. (470,480 in 1911).

More than half were of French extraction, one-sixth Irish, one-seventh English, and one-thirteenth Scottish. About three-fourths of the population are Roman Catholics. The Jewish element forms ca. 6 per cent of the population. The French mainly occupy the quarters of the city lying to the N. of the St. Lawrence Boulevard (comp. p. 134). Montreal possesses the only French City Library in N. America, opened in 1917. Montreal differs from most American towns by the number of its old buildings. In the lower part of the town the streets are irregular, narrow, and dingy, and the houses are often built with curious outside stairs at the street-fronts, while in the upper town the streets are broad and well-built. The chief business-streets, with the best shops, are *Notre Dame Street*, *St. James Street*, and *St. Catherine Street*, all running parallel with the River St. Lawrence: the streets immediately adjoining the river are also the scene of great bustle and activity. The handsomest residences are in the S.W. part of the city, adjoining the slopes of Mt. Royal. Most of the public edifices and many of the private residences are built of a fine grey limestone, quarried in the neighbourhood. — The climate of Montreal is warm in summer, the thermometer often marking 80° Fahr. The winter is cold, the mean temperature for five months (Nov.-March) being below freezing point, and occasionally as much as 26° below zero are registered. The mean annual precipitation is 41 inches.

History. Situated in the French speaking, Roman Catholic province of Quebec, within 45 M. of the frontier of the British and Protestant Ontario, Montreal partakes of the character of both and forms a microcosm of the composite Dominion of Canada. The French and Anglo-Saxon elements remain curiously distinct, socially as well as geographically. We first hear of the island of Montreal in 1335, when *Jacques Cartier* ascended the St. Lawrence (comp. p. 218), and visited the flourishing Indian town of *Hochelaga* ('Hosh-e-la-ga'), which lay at the foot of the mountain and has its name preserved in that of the N.E. ward of the modern city. (A tablet in Metcalfe St. (Pl. B, C, 5, 6), near Sherbrooke St., marks what is supposed to have been the site of Hochelaga.) When *Champlain* visited the spot seventy years later Hochelaga had disappeared, as the result of a war between the Hurons and the Iroquois. The town of *Ville-Marie de Montreal* was founded in 1642 by *Paul de Chomedey, Sieur de Maisonneuve*, for 'La Compagnie de Montreal'. "The main point to be remembered in connection with the early settlement of Montreal is that it was the result of religious enthusiasm. . . . It was an attempt to found in America a veritable 'Kingdom of God' as understood by devout Roman Catholics. The expedition was fitted out in France solely for that purpose, and the inception of the enterprise has many romantic particulars of 'voices and revelations' and 'providential occurrences' by which the zeal of its founders was supported and stimulated" (*S. E. Dawson*). During the early years of its existence the little post of Ville-Marie was engaged in an almost constant struggle with the Iroquois, and in 1660 the whole island outside the palisades of the town was overrun by the Indians. In 1663 the Company of Montreal abandoned the island and seigneurie *par pur don* to the Seminary of St. Sulpice, which still retains the position of Seigneur. Two years later the Marquis de Tracy arrived from France with the famous Carignan-Salières Regiment, with which he did much to break the power of the Indians. By 1672 the town had a population of 1500 souls, and it soon became the entrepôt of the fur-trade with the West and the starting-point of numerous military and exploring expeditions (*La Salle, Joliet*,

Hennepin, etc.), earning a true claim to the title of 'Mother of Cities'. In 1685 the city was surrounded by a wooden palisade 15 ft. high, which was replaced in 1721-6 by a bastioned wall and ditch; the citadel was also built at this time. [The wall ran from Victoria Sq. (Pl. D, 5, 6) to Viger Sq. (Pl. E, 4), in the course indicated by the present Fortification Lane (Pl. D, 5), and extended down to the river on each side.] Montreal, then containing 4000 inhab., was the last place in Canada held by the French, but was surrendered to the English a year after the capture of Quebec (Sept., 1760). In 1775-6 the city was occupied for a short time by the troops of the Continental Congress under Montgomery, but the citizens resisted all Franklin's attempts to persuade them to join in the revolution against British rule. Since then the history of Montreal has been one of uneventful growth and prosperity. In 1809 the 'Accommodation', the second steamer in America, was built at Montreal and began running regularly to Quebec. Montreal was made the seat of the Canadian Government in 1814 (comp. p. 217), but ceded this dignity to Toronto (comp. p. 209) after the riot of 1849, in which the Parliament Buildings were destroyed by the mob. The British garrison was removed in 1870.

Among the events which mark epochs in the city's prosperity were the opening of the Lachine Canal (p. 221) in 1825; the incorporation of the Champlain & St. Lawrence Railway, from Laprairie to St. John's, in 1832 (comp. p. 145); the formation of the Grand Trunk Railway (1852) and the construction of the Victoria Bridge (1859; p. 144); the establishment of the Allan Line of Ocean Steamers in 1856; and the completion of railway communication with the Pacific Ocean via the C.P.R. in 1886. The population of Montreal rose from about 10,000 in 1800 to 57,715 in 1851, to 155,337 in 1881, and to 267,730 in 1901. — Comp. *Francis Parkman's*: 'The Jesuits in North America' (new ed.; Boston, 1902) and 'The Old Régime in Canada' (new ed.; Boston, 1902); 'Montreal after Two Hundred and Fifty Years', by W. D. Lighthall (Montreal, 1892); and 'Montreal, Past and Present', by Alfred Sandham (1870; out of print).

A number of the most interesting historical sites have been marked by tablets erected by the *Numismatic & Antiquarian Society* (p. 133).

Commerce and Industry. Montreal is the chief port of entry of Canada, lying at the head of ocean navigation (comp. p. 139) and at the foot of the great river, lake, and canal navigation extending to the West. The canals afford a continuous waterway for river-vessels from Port Arthur to (1230 M.) Montreal. Here they connect with transatlantic steamers, which, if the proposed scheme of enlarging the canals were realised, would be able to traverse the whole distance themselves. A large volume of trade is also carried on by canal-boats with New York via the Richelieu River and Lake Champlain (see p. 14 and *Baedeker's United States*). These facts, taken in connection with its extensive railway-communications, account for the volume of its trade, which in 1920 was valued at \$ 600,036,875 (imports \$ 246,893,626, exports \$ 353,138,249). The tonnage of sea-going vessels entering and leaving the harbour in 1919 was 6,537,014, of which nearly all was British or Canadian. The chief exports are timber, grain, flour, cattle, phosphates, apples, butter, cheese, and furs; the imports include iron, glass, tea, groceries, and numerous manufactured articles and 'dry goods'. — The manufactures of Montreal (\$ 552,114,605 in 1918) embrace textiles, tobacco, boots and shoes, machinery, tools, food products, paper, carriages, electrical goods, rubber, and paints, and there are numerous large flour-mills and saw-mills. In 1920 the municipal assessment was \$ 850,974,841. The *Bank of Montreal* (p. 137) claims to be the fifth-largest bank in the British Empire and the second in North America.

On the E. side of the **PLACE D'ARMES** (Pl. E, 5), in the business-quarter of the city, stands the Gothic ***Church of Notre Dame** (Pl. E, 5), built in 1824 by James O'Donnell, opposite the site of an earlier church of 1672. It is one of the largest ecclesiastical edifices in America, being 255 ft. long and 135 ft. wide, and can easily contain 12,000 worshippers. The two towers are 227 ft. high.

THE INTERIOR is adorned in a rather modern style, but offers comparatively little of interest except the wood carving in the *Choir*, the stained-glass windows of the *Baptistery*, the large *Orgue*, and the somewhat over-ornamented *Lady Chapel*, behind the choir.

The S. W. Tower contains a fine chime of 11 bells, one of which, 'Le Gros Bonidun', weighing upwards of 12 tons, is the heaviest in America. The top of this tower (adm. 25 c.; elevator) commands a magnificent 'View of Montreal', which the visitor is strongly advised to enjoy before continuing his exploration of the city (comp. p. 143). *Mr. W. J. Howells* describes it as follows: — 'So far as the eye reaches it dwells only upon what is magnificent. All the features of that landscape are grand. Below you spreads the city, which has less that is merely mean in it than any other city of our continent, and which is everywhere ennobled by stately civic edifices, adorned by tasteful churches, and skirted by fine-foliaged avenues of mansions and villas. Behind it rises the beautiful mountain, green with woods and gardens to the crest, and flanked on the east by an endless fertile plain, and on the west by another expanse, through which the Ottawa rushes, turbid and dark, to its confluence with the St. Lawrence. Then these two mighty streams commingled flow past the city, lighting up the vast champaign country to the South, while upon the utmost southern verge, as on the northern, rise the cloudy summits of far-off mountains' ('Their Wedding Journey', chap. viii).

Adjoining Notre Dame on the S. is the *Seminary of St. Sulpice* (Pl. 4; E. 5), one of the oldest buildings in Montreal, dating from 1710 (memorial tablets). The N. wing has been rebuilt, and the main central entrance has been swept away. This edifice is now used for the business-offices of the Seminary (comp. p. 135), while its educational work is carried on in the *Collège de Montreal* (p. 142). — The other buildings surrounding the *Place d'Armes* include various banks and insurance-offices, among which, on the W. side, at the corner of St. Urbain St., are the *Royal Trust Building*, of white granite, and adjoining it on the S. the *Bank of Montreal* (Pl. E, 5; comp. p. 136), with its Corinthian portico, its imposing 'Gustavino' dome (72 ft. in diameter), and its handsome interior. Adjoining the Bank of Montreal, at the corner of St. James St. and St. François Xavier St., is the **Post Office** (Pl. E, 5; p. 134), a building of grey limestone in the Renaissance style, with a mansard roof. At the corner of Notre Dame St. is the *New York Life Insurance Building* (view from tower). In the middle of the *Place d'Armes* is a spirited **Statue of Maisonneuve* (p. 135), by Hébert, erected in 1895. At the corners of the pedestals are figures of Jeanne Mance (p. 143), an Iroquois warrior, Charles Lemoyne, the leading colonist of Ville-Marie (p. 135), and Lambert Closse, the first town-major of Ville-Marie, who fell fighting the Iroquois. A tablet on the E. side of the square marks the house of the *Sieur Duluth* (1675), one of the explorers of the Upper Mississippi (1679), who gave his name to Duluth.

Following NOTRE DAME STREET (Pl. D-F, 6-1) to the N. from the *Place d'Armes*, we soon reach (left) the **Court House** (Pl. E, 4), a large edifice in a classical style, with a central dome, and the **City Hall** (Pl. E, 4), destroyed by fire in March 1922. — Opposite the City Hall stands the interesting old **Château de Ramezay** (Pl. 9; E, 4), a low, rambling building, dating from about 1705, opened

in 1895 as a *Civic Museum* under the control of the Numismatic and Antiquarian Society (open free daily, 10-6; catalogue 25 c.).

The building was erected about 1705 by *Claude de Ramezay*, Governor of Montreal (1703-24). Later, under the name of 'India House', it became the headquarters of the fur-trade in Canada. It was the official residence of the British Governors ('Government House') from 1724 to 1837, and in 1775-6 it was the headquarters of the American Continental Army and Commissioners (Franklin, Chase, and Charles Carroll: comp. p. 136). In 1837, when parliamentary government was withdrawn from Canada, the château became the seat of the Special Council that legislated in its stead; and in 1844, when Montreal became the seat of government for the United Province of Canada, it was used for departmental offices. On the transference of the seat of Government to Toronto in 1849, Government House was successively occupied by the Law Courts, a normal school, and the medical branches of Laval University. It was sold to the city in 1893.

The contents include a bell and other relics of Louisburg (p. 70): old views and engravings; French Canadian relics; Indian articles. In the basement are substantial vaults, with an old oven in the side of the fireplace. [Some of the rooms, including one furnished in the style of an old Canadian farm-house (the dwelling of a 'habitant'), are not usually shown except to purchasers of the catalogue.] — The château also contains a *Free Public Library* (ca. 35 000 vols.), with a special 'Montreal' department.

At the back of the Court House and City Hall extends the *CHAMP-DE-MARS* (Pl. E, 4), formerly the parade-ground of the British troops. — In front of the Court House and City Hall is *JACQUES CARTIER SQUARE* (Pl. E, 4), with a column surmounted by a statue of *Lord Nelson*, erected in 1809. Market scenes similar to those at the Bonsecours Market (see below) may be witnessed here.

At the E. end of the square, near St. Paul St., stood the mansion of the *Marquis de Vaudreuil-Cavagnal*, last French Governor of Canada (1755-1760). — The *Hubert Lacroix House* in St. Jean Baptiste St. (No. 25; Pl. E, 5), now occupied as a warehouse, is a good example of the dwelling of a rich Montreal merchant towards the close of the 17th century. — *St. Amable* and *St. Vincent Sts.* (Pl. E, 4, 5) also contain some interesting old French houses.

The lower end of Jacques Cartier Sq. abuts on the river. By turning to the left, we soon reach **Bonsecours Market* (Pl. E, 4), a large building nearly 500 ft. long. This should be visited on Tues. or Frid. between 5 and 10 a.m., when it is crowded by 'Habitants', offering their farm produce for sale, or buying clothing, shoes, trinkets, rosaries, etc.

To the N. of the market stands the church of *Notre Dame de Bonsecours* (Pl. E, 4), founded by Sister Marguerite Bourgeois in 1657, dating in its present form from 1771, but sadly spoiled by a recent tasteless restoration. Inside, suspended from the ceiling, are several votive offerings in the form of ships. View from the tower (adm. 10 c.).

A little to the N.W. of this point is *VIGER SQUARE* or *GARDENS* (Pl. E, 3, 4), the chief promenade of the French quarter (good music on summer evenings). It contains a statue of *J. O. Chenier* (b. ca. 1806, killed at St. Eustache in 1837). Here, too, are the large *Place Viger Hotel* (p. 132) and the *Viger Place Station* of the O.P.R. (p. 131). A tablet on the latter marks the site of the old French citadel.

We may now follow **COMMISSIONERS STREET** (Pl. E, 4-6) to the S. along the river to the ($\frac{1}{2}$ M.) **Custom House** (Pl. E, 5), a triangular building of grey limestone, with a clock-tower, situated on the spot where Maisonneuve made his first settlement (p. 135; memorial tablets). A little farther to the S. is the *Examining Warehouse*.

The walk between the Bonsecours Market and the Custom House affords a good view of the **Harbour**, with its wharves and shipping. The new docks, built by the Dominion Government, are among the finest in the world, and well repay a visit (permit at Harbour Commissioners Office). A masonry wall, with frequent openings, divides the city from the harbour, the territory within the wall being entirely under the control of the Commissioners. Opposite the office are the first locks of the *Lachine Canal* (Pl. E, 6; comp. p. 224). The canal has a depth of 14 ft., and accommodates vessels of 2500 tons. A 75-ton floating crane may be seen lifting heavy packages from steamships to railway cars. Following the harbour railways to the N., along broad paved streets, we reach the *Transit Sheds*, huge two-storied structures each 500 ft. long and 100 ft. wide, and occupied by the Canadian Government Merchant Marine, White Star, C.P.R., and other transatlantic lines. Electric hoists raise and lower the largest loaded drays. At *Elevator No. 1* (Pl. E, 5), with a capacity of 2,500,000 bushels, the most approved modern methods of handling grain may be observed. The 'View from the roof' (elevator: special permission necessary) is more extensive than that from the Church of Notre Dame (p. 137). *Elevator No. 2* (Pl. E, 4; capacity 2,600,000 bushels), built entirely of reinforced concrete, is claimed to be 'the most complete and modern grain elevator in any ocean port in the world'. The conveyor galleries aggregate about 8 M. in length, and one million bushels of grain can be handled in a day. Beyond the elevator (N.), bulkhead quays extend for about 2 M., the river at this point being too narrow for piers, and the current (5 M. per hour) too strong to admit of turning and docking. Here are accommodated the steamers for Toronto, Quebec, Gaspé, etc. Farther to the N. are three large piers for freight steamships only; while still farther along are the great *Floating Dock* 'The Duke of Connaught', built in England and towed to Montreal in 1912, and the shipbuilding plant of *Canadian Vickers, Ltd.* The total length of the water-front is 17 M., and the *Harbour Commissioners Railway* makes connection with all railways entering the city. There is no tide at Montreal (comp. p. 152), and the channel is usually unobstructed by ice from May to November inclusive.

From the Examining Warehouse we now ascend **MCGILL STREET** (Pl. E, 6), passing the substantial *Grand Trunk Railway Building* (Pl. E, 6), to ($\frac{1}{3}$ M.) **VICTORIA SQUARE** (Pl. D, 5, 6), occupying the site of the old hay-market. It is embellished with a colossal bronze statue of *Queen Victoria*, by Marshall Wood. A house to the E. of the square bears a tablet marking it as the residence of James McGill (p. 142).

Following Lagachetière St. to the left (S.), we reach, passing (r.) the *Archbishop's Palace*, ***DOMINION SQUARE** (Pl. C, 6), the finest square in the city, embellished with tasteful flower-beds and with two Russian guns captured at Sebastopol. Near the middle of the S.E. side is a statue of *Sir John A. Macdonald* (d. 1891; p. xxvi), erected in 1893, and to the N.W. is a monument commemorating the Canadians who fell in the *South African War* of 1899-1902. On the N. side of the square, facing Dorchester St., stands the imposing —

***Cathedral of St. James** (Pl. C, 6), almost invariably (though quite erroneously) known as *St. Peter's*, a reproduction on a reduced

scale of St. Peter's at Rome, founded in 1870 but only recently completed. It is 333 ft. in exterior length, 222 ft. in width across the transepts, and 80 ft. high to the ridge of the roof. The portico, with its huge Corinthian pillars, is an effective feature. Over the façade is a row of colossal bronze statues of saints. The dome is 250 ft. high and 80 ft. in diameter; it is surmounted by a cross 18 ft. high. The interior produces an effect of great light and space. The exterior, with its small and rough-faced stones, has a rather common and prison-like appearance. — In front of the main entrance of the cathedral, on the right, is a statue of *Monsignor Bourget* (1797-1883), second Bishop of Montreal, by J. B. Picher, with groups of Religion and Charity on the pedestal.

Opposite St. James's, at the corner of Dorchester St., is the fine building of the *Sun Life Assurance Co.* Behind the cathedral, on the N., is the large **Tunnel Terminal Station** (Pl. C, D, 6) of the Canadian National Railways, an attractive group of buildings, which trains enter by a tunnel ($3\frac{1}{10}$ M. long; comp. Pl. D-A, 6, 5) traversing Mt. Royal (comp. p. 190). On the S. side of Dominion Square are the *Windsor Hotel* (p. 132), the *Dominion Square Methodist Church* (Pl. 1; C, 6), and the handsome *St. George's Church* (Episc.; Pl. C, 6). The huge and amorphous structure behind the Windsor Hotel is the *Victoria Skating Rink* (p. 133), used in summer as a garage.

In Windsor St., just below Dominion Sq., is the handsome, castle-like ***Windsor Street Station** (Pl. C, 6) of the Canadian Pacific Railway, now the largest railway station in Canada; and at the foot of Windsor St. is the *Bonaventure Station* (Pl. D, 6, 7). — In Drummond St., near Burnside St., is the *Natural History Museum* (Pl. 5, B 6; new building proposed), containing collections of Canadian natural history and ethnology (adm. 10 c.). Nearly opposite, in Drummond St., is the huge building of the central branch of the *Young Men's Christian Association* (Pl. B, 6).

ST. CATHERINE STREET (Pl. B-F, 7-1), bounding Dominion Sq. on the W., leads to the N.E. to ***Christchurch Cathedral** (Pl. C, 5; Episc.), a well-proportioned and effective structure in the Decorated Gothic style, erected in 1859. It is 212 ft. long and 100 ft. wide across the transepts; the spire is 211 ft. high. The octagonal *Chapter House* groups well with the Cathedral. In the rear are *Bishop's Court*, the Bishop's Palace, and the *Rectory*. Adjoining the cathedral is a *Memorial of Bishop Fulford*, Bishop of Montreal (1850-68), and first Metropolitan of Canada.

Near this point, in Cathcart St., is the *Victoria Rifles Armoury* (Pl. C, 5). — A little farther on, at the corner of Dorchester St. W., is the *Fraser Institute* (Pl. C, 5), which contains a free public library (65,000 vols.) and a small collection of pictures.

A little farther on in St. Catherine St., past *Phillips Square*, we reach ***St. James Methodist Church** (Pl. C, 5), at the corner of St. Alexander St., one of the handsomest churches in the city, with two square towers of unequal height, surmounted by lanterns and spirelets.

In St. Alexander St., to the S.E. of this church, is *St. Patrick's Church* (Pl. D, 5), the chief church of the Irish Roman Catholics of Montreal. — *Bleury Street*, which crosses St. Catherine St., a block farther on, contains

(right) the Church of the Gesù (Pl. D, 5), or *Jesuit Church*, somewhat in the style of the church of that name in Rome. It is noted for its music (esp. on Sun. evening), and the interior is adorned with elaborate frescoes in grisaille. Adjacent is the *Jesuit College of St. Mary* (Pl. D, 5), with a valuable collection of archives (40,000 vols.). Near St. Mary's College, in Dorchester St. W., is the *Protestant House of Refuge* (Pl. D, 5).

A little farther on, to the left, is the *Nazareth Asylum for Blind Children* (Pl. D, 4), the small chapel of which has a good façade in the Norman style and contains frescoes by Bourassa (see below). At the next corner is the *St. Francis Xavier Orphan Asylum* (Pl. D, 4). About $1\frac{1}{3}$ M. farther on, at the corner of St. Denis St. (right), stands the **Université de Montréal or Laval University Building** (Pl. 7, D 3; see p. 162), a Renaissance structure, with a frontage of 190 ft.

This university, founded in 1852, includes the four faculties of Theology, Law, Medicine, and Arts (about 5500 students). Attached with it are among other institutions the *Polytechnic School* (Pl. D, 3), in St. Denis St., the *School of Comparative Medicine and Veterinary Science*, a new building in De Montigny St., the *Montreal School of Dental Surgery*, in St. Hubert St., the *École des Hautes Etudes Commerciales* (Pl. E, 3, 100), and the *Agricultural Institute* at Oka (see p. 146). The instruction is everywhere carried on in French, except in the faculty of Theology, where Latin is used.

Behind the university is the ***Church of Notre Dame de Lourdes** (Pl. D, 3), built in 1874 to commemorate the Apparition of the Virgin at Lourdes.

The church consists of a nave, with narrow aisles, transept, and choir, and is in a Neo-Byzantine style such as is seen in some of the churches of Venice. The central dome is 90 ft. high. It was designed by the Canadian painter and architect *Napoléon Bourassa*, who has adorned it with a series of well executed frescoes, emblematical of the predestination and immaculate conception of the Virgin. The *Basement Chapel* (reached by passing to the right of the choir into the vestry and then descending) represents the appearance of the Virgin to the peasant-girl Bernadette Soubirous at Lourdes in 1858.

Near-by in St. Denis St. (to the left of St. Catherine St.) stands the *R. C. Church of St. James* (Pl. D, 3), with a graceful tower. Behind St. James's, in De Montigny St., is the *Reformatory* (Pl. D, 3).

If we follow DORCHESTER STREET to the S.W. from Dominion Square, we soon pass the *American Presbyterian Church* (Pl. C, 6) and the *Crescent Street Presbyterian Church* (Pl. C, 6) and reach ($1\frac{1}{3}$ M.) the ***Grey Nunnery** (Pl. B, 7), a large hospital and asylum for foundlings, orphans, the aged, and the infirm, founded in 1738 and under the management of the Grey Sisters (*Sœurs Grises*). The buildings on the present site (entr. in Guy St.) date from 1871. This establishment is one of the most populous conventual institutions in the world. Noon is the best time for visitors (formal reception on New Year's Day). The daughter of Ethan Allen (1738-89) of Vermont was a sister of this nunnery, and her name is associated with a romantic legend.

Guy St. leads to the N.W., past the entrance of the Grey Nunnery, to ($1\frac{1}{3}$ M.) ***SHERBROOKE STREET** (Pl. A-D, 1-7), perhaps the handsomest residence-street in Montreal. The sleighing scenes here in

winter are probably unequalled outside of St. Petersburg. Following the street to the left (S.W.) for a short distance, we reach (right) the **Collège de Montreal**, or *Petit Séminaire* (Pl. A, 7), and the *Grand Séminaire*, together forming the educational portion of the seminary of St. Sulpice (comp. p. 137), and consisting of a main building 725 ft. long, with three subsidiary buildings in front and two behind. The Collège gives a complete course in ecclesiastical subjects. It occupies the site of the old *Fort de la Montagne*, two of the towers of which, erected for defence against the Indians, are still standing (memorial tablets.) There were originally four of these towers, connected by a curtain-wall pierced with loopholes. On the hillside above is a large *College of Philosophy* (Pl. A, 7), for the study of philosophy and natural science.

To the S.W. of this point lies the suburb of **Westmount** (pop. 17,000), including the S. half of Mt. Royal (p. 143), *Westmount Park*, a *Public Library* (14,500 vols.), and a *Public Hall*. The views from the higher parts of the district (reached by the Guy St. cars) are very fine.

Retracing our steps to the N.E. along Sherbrooke St. we reach, at the corner of Ontario Ave., the new **Art Gallery** (Pl. B, 6), an effective marble building in the pseudo-Greek-Ionic style, with a portico of four monolithic Ionic columns and an imposing vestibule and staircase. The museum contains a fine collection of paintings, bronzes, etc. (open 10-4; adm. 25 c.). Spring and autumn exhibitions of art are held here, and fine loan collections are frequently on view. Among the permanent possessions are specimens of *Corot*, *Diaz*, *Koekkoek*, *Verboeckhoven*, *Villegas*, *Roulet*, *Vernier*, *W. B. Baker*, *Henry Bright*, *J. M. Barnsley*, *Cooper*, *Tholen*, *F. M. Boggs*, *Henner*, *Richet*, *Troyon*, *Höppe*, *Israëls*, *Laugee*, *Maure*, and *P. de Hoogh*.

From the Art Gallery Sherbrooke St. leads past the *Erskine Presbyterian Church* (Pl. B, 6) and the *Ritz-Carlton Hotel* (p. 132), at the corner of Drummond St., to ($\frac{3}{4}$ M.) the grounds of ***McGill University** (Pl. B, C, 5), one of the leading universities of Canada, attended by over 1100 students in 1916-17.

McGill College was founded in 1821 with the bequest of *James McGill* (1744-1813), a native of Glasgow (who is buried in front of the main building), and has since been richly endowed by other public-spirited citizens of Montreal. It now includes the four faculties of Arts, Law, Medicine, and Applied Science: and with it are affiliated the Diocesan, Wesleyan, Presbyterian, and Congregational Colleges of Montreal, and several others, and incorporated Macdonald College at St. Anne de Bellevue (p. 204). The course in Arts provides for the education of women in separate classes. The university owes much of its success to *Sir William Dawson* (comp. p. 60), the eminent geologist, who was its principal from 1855 till 1893. — Comp. 'McGill and its Story, 1821-1921', by Cyrus Macmillan (London, 21s.).

The buildings include the original *McGill College*; the *Workman Building*, the *Macdonald Physics Building*, the *Macdonald Engineering Building* (rebuilt after a fire in 1907), and the *Macdonald Chemistry & Mining Building* (opened in 1898), all unsurpassed in America for completeness of equipment; the *Redpath Museum* (Pl. B, 5; open 9-5; adm. 10 c.), containing valuable collections of natural history (lifesize model of a megatherium, etc.); the *Redpath Library*, facing McTavish St., with about 140,000 vols.; the *Old Medical Building* (Pl. B, 5) and the *New Medical Building* (Pl. B, 4, 5),

the latter containing the excellent medical library (ca. 30,000 vols.) and a most complete museum; the *Observatory*; the *Royal Victoria College* (Pl. C, 5), a residential college for women students, endowed by the late Lord Strathcona and opened in 1899 (with a statue of Queen Victoria, by the Princess Louise, in front of the entrance); and the *Conservatorium of Music* (1904), situated to the S. of Victoria College. The *Presbyterian* and *Wesleyan Colleges* are within the same enclosure as McGill College, and the *Congregational College* (Pl. B, 5) is on the other side of McTavish St. — In Sherbrooke St., at the corner of McGill College Ave., opposite the main entrance to McGill University, is *Strathcona Hall* (Pl. C, 5), the Y. M. C. A. of the University. The *Students' Union*, erected by Sir William McDonald at a cost of \$ 225,000. lies close by, at the corner of Victoria St.

Behind the grounds of McGill University, on the side of Mt. Royal, between Carlton Road and Pine Ave., is the *Main Reservoir* (Pl. B, 5) of the city water-works, with a capacity of 36,500,000 gallons. Beyond this, in Pine Ave., are the handsome buildings of the *Royal Victoria Hospital* (Pl. B, 4; 1894), with accommodation for 250 patients. It cost over \$1,000,000 and is a gift from the late Lord Mount Stephen (p. 327) and his cousin, the late Lord Strathcona.

By following Pine Ave. towards the right (N.E.), we reach the (13 M.) **Hôtel Dieu* (Pl. B, 3, 4), a large hospital under the care of the *Hospitalières de St. Joseph*.

This institution was founded in 1644 by *Mlle. Mance*, one of the original settlers of Montreal, with the aid of funds contributed by *Mme. de Bellion*, a French lady of rank. The present buildings date from 1861. The original site, in St. Paul St., is now covered by a group of warehouses known as *Nuns' Buildings* (Pl. E, 5). A great many of the nuns are cloistered and do not go outside of the grounds. — Opposite the Hôtel Dieu is the *Montreal School of Medicine and Surgery* (French).

At the Hôtel Dieu we are in convenient proximity to the *Mountain Elevator* (Pl. A, B, 4; 5 c.) ascending to **Mount Royal Park* (Pl. A, 3-6; electric tramway, see p. 132), which may also be reached by a winding roadway or by long flights of steps ascending from the head of Peel St. (Pl. B, 5) and near the elevator. The park, covering 460 acres, is one of the most beautifully situated in America, and its natural advantages have been skilfully supplemented by the taste and experience of Mr. F. L. Olmsted. The mountain (770 ft.) consists of a mass of plutonic rock (mainly gabbro) thrown up through the surrounding strata of limestone and is the typical representative of the group of elevations known as the 'Monteregian Hills' (comp. below and p. xxxix). Tobogganing (see p. 133) and ski-ing are carried on here in winter.

From the top of the Incline Railway we reach the *Lookout* (Pl. A, 5) by taking the path to the left and then following the drive. [A path beginning just on this side of the platform descends to the head of the Peel St. Steps.] The ***View of the city and its environs from the platform* is superb. The air of distinction which differentiates Montreal from most American cities is, perhaps, due to the number of church-spires and large charitable or educational institutions, together with the comparative unobtrusiveness of merely commercial buildings. Beyond the city flows the St. Lawrence, with the Island of St. Helen and the Victoria Bridge. The hills on the other side of the river, named from left to right, include of the 'Monteregian Hills' Montarville or St. Bruno (715 ft.), Beloeil or St. Hilaire (p. 145), Mt. Rougemont (p. 20), with Mt. Yamaska behind it, Mt. Shefford, and

the conical Mt. Johnson or Monnoir (comp. p. 20). The Adirondacks are visible in the distance to the S.W. and the Green Mts. to the S.E.

Drivers usually extend their trip so as to include the large *Protestant* and *Roman Catholic Cemeteries* (beyond Pl. A, 3), lying to the W. of the park (the latter with a 'Route de Calvaire', with the Stations of the Cross). The *Belvedere*, on the hill rising above the cemeteries, commands a fine view of the lower valley of the Ottawa, with the Lake of the Two Mts., Lake St. Louis, and the whole island of Montreal. The cemeteries may also be reached by electric tramway (Park and Island Railway; fare 10c.).

Beyond Mt. Royal, to the W., is the pleasant suburb of *Outremont* (12,997 inhab.; reached by electric tramway. p. 132), and beyond that lies *Mount Royal* (see p. 190).

Montreal possesses another pleasant park on the *Island of St. Helen* (beyond Pl. F, 4), which was named after Champlain's wife, the first European lady who came to Canada. It is reached by ferry (every 1/2 hr.) from *Victoria Pier* (Pl. F, 4). A fort and barracks, formerly used by the British troops, still remain. — *Lafontaine Park* (Pl. C, D, 1, 2; area 85 acres), reached by tramway (p. 132), with its artificial lake, may also be mentioned. Near the S.E. corner of the park stands the *Jacques Cartier Normal School* (Pl. D, 1 2), known for its good collection of *Canadiana* (19,300 vols.).

One of the chief lions of Montreal is the **Victoria Bridge* (beyond Pl. F, 7), a permit to examine which may be obtained at the offices of the Grand Trunk Railway (p. 139).

This bridge, a pin-connected truss-bridge with 25 spans and a total length of 13/4 M., was constructed in 1898-9 to replace the old *Victoria Tubular Bridge*, one of the great achievements of Robert Stephenson (1854-9), which with its single line of railway proved inadequate for the traffic. The new bridge accommodates two railway-tracks, together with two roadways, the electric line of the *Quebec, Montreal, & Southern Railway* (p. 145), and two footpaths. It rests on the piers of the old bridge, whose 24 wrought iron tubes were supported by 21 piers besides the terminal abutments, and was constructed over and around the old bridge without disturbing the traffic. The engineer was *Mr. Joseph Hobson*. The total cost was \$ 20,000,000. — Near the N. end of the bridge is the *Immigrants' Burial Ground*, containing a memorial to 6000 immigrants who died of ship's-fever in 1847-8.

Among other buildings, of more or less interest, not included in the foregoing survey, are the *Montreal General Hospital* (Pl. D, 4), in Dorchester St. East; the *Alexandra Hospital* (beyond Pl. D, 7), in Charron St., and the *St. Paul's Hospital* (Pl. D, 1), in Sherbrooke St. East, both for infectious diseases; the *Notre Dame Hospital* (Pl. E, 4), Notre Dame St.; the *Royal Edward Institute*, 47 Belmont Park, for tuberculosis, opened by the late King Edward (by wire) in 1909; the *High School* (Pl. C, 5), in University St., opposite McGill University, a fine building, erected at a cost of about \$ 2,000,000; the *Montreal Technical School* (Pl. C, 4), in Sherbrooke St., a large undenominational institute; the *Commercial and Technical High School*, opposite the last-named school; the *Aberdeen School* (Pl. C, 3), St. Denis St., opposite the pretty *St. Louis Square* (Pl. C, 3); the *Church of St. John the Baptist* (Pl. B, 2), in Rachel St. East; the *Hochelaga Convent*, on the St. Lawrence, below the city; the *Synagogue* (Pl. C, 6), in a pseudo-Egyptian style, in Stanley St.; the *Baron de Hirsch Institute*, a Jewish institution, in Bleury St. (between Berthelet St. and Concord St.; Pl. C, 4, 5); and the *Board of Trade*

Building (Pl. E, 5), 42 St. Sacrament St., a large edifice of red sandstone in a modified Renaissance style. To the S.W. of the city, on the slopes of Mt. Royal, stands the *Villa Maria Convent* of the Sisters of the Congregation of Notre Dame, occupying *Monklands*, a former residence of the Governors-General of Canada. The sisters of this order have about 45,000 girls in their schools throughout Canada. The *Maison Mère* of the order ('Congr. of N.D.'; Pl. A, 7), an imposing building, stands in Sherbrooke St.

Among the finest private residences in Montreal are those of *Mr. Robert Meighen*, *Mr. J. McIntyre*, *Mr. R. W. Reford*, *Mr. C. R. Hosmer*, and *Mr. R. B. Angus*, all in Drummond St. (Pl. B, C, 5, 6; Nos. 140, 317, 260, 302, & 240); *Sir Hugh Montague Allan*, 'Ravenscrag'; Pl. B, 5); the late *Lord Strathcona*, 911 Dorchester St.; *Mr. James Ross*, 300 Peel St.; and *Lady Drummond*, 948 Sherbrooke St.

Other historical points marked by tablets are the *House of La Salle* (1643-87), at the corner of St. Paul and St. Sulpice Sts. (Pl. E, 5), the *House of La Motte Cadillac*, founder of Detroit (1701), at the corner of St. Lawrence Boulevard and Notre-Dame St. (on Leeming-Miles Building; Pl. E, 5); the site of the residence (ca. 1779-81) of *Sir A. Mackenzie*, discoverer of the Mackenzie River (see p. 314), in Simpson St. (Pl. A, B, 6); the birthplace of *Pierre (d'Iberville)* and *Jean Baptiste (de Bienville)*, *Lemoyne*, the discoverers of the mouths of the Mississippi (1699), in St. Paul St., to the E. of Place Royale (Pl. E, 5); and the *North-West Fur Co.'s Stores*, Vaudreuil St.

Environs of Montreal.

Perhaps the most popular short excursion from Montreal is that to the **Rapids of Lachine*, described at p. 221. Trains leave the Bonaventure Station (Pl. D, 6) for (8 M.) *Lachine* (p. 320) several times daily, to connect with the steamers about to run the rapids. The electric tramway to *Summerside* (see p. 132) passes within 250 yds. of *Lachine Wharf* (fare 15 c., from City Limits 1 c.). The drive to Lachine is also pleasant. Drivers should go by the upper road, passing the aqueduct and wheel-house of the Montreal Water Works, and return by the lower road, skirting the river and affording a good view of the rapids. — Another favourite point for a drive (electric car) is (7 M.) the *Sault-au-Récollet*, a rapid on the Rivière des Prairies or 'Back River', a branch of the Ottawa, in the N.W. part of the city, so named from a Récollet priest drowned here by the Hurons in 1626. These drives afford some idea of the fertile *Island of Montreal*, with its famous apple-orchards ('*Pomme Grise*', '*Famuse*', etc.). — *Laprairie (Montreal Centre, Windsor)*, § 2½, a village and summer-resort with about 2500 inhab., on the S. bank of the St. Lawrence (ferry thrice daily), 8 M. to the S.W. of Montreal, was the starting-point of the first railway in British N. America (comp. pp. 136, 15). It possesses an old fort, attacked in the 'Battle of Laprairie' (1691) by *Col. Peter Schuyler* and his New England troops. — *Longueuil* (Terrapin, § 3), opposite Hochelaga (p. 187), with 1000 inhab., and *St. Lambert* (Beauchaire, § 2; see p. 15), a residential suburb (pop. 4600), reached by electric trains of the Quebec, Montreal, & Southern Railway (p. 141) from near the foot of McGill St. (Pl. E, 6), or by ferry starting from the foot of Poupart St. (Pl. F, 1), are frequented for rowing and sailing. — An excursion should be made to **Beloeil Mountain* or *Mt. St. Hilaire* (1437 ft.), which rises about 16 M. to the E. and commands a fine view of Montreal, the St. Lawrence, Lake Champlain (40 M. to the S.), etc. It is ascended from

St. Hilaire, reached by the Grand Trunk Railway (see p. 149), or twice weekly by steamer (Canada Steamship Lines Ltd.) via Sorel and the Richelieu River (comp. p. 152; 16 hrs.). Close by is a pretty lake, which affords boating and bathing. Beloeil Mt., like Rougemont (p. 20) and Mt. Royal itself, belongs to the 'Monteregian Hills' and is a mass of igneous rock, protruding through the surrounding limestone. — Other pleasant points for short excursions are *Caughnawaga* (p. 47). *Ste. Anne* (p. 204) *Montarville*, *Varenes* (p. 151), and *Verchères* (p. 151).

Longer excursions may be made to *Chambly* (p. 20; tramway, see p. 132) *Lake Memphremagog* (p. 19), *Lake Champlain* (p. 14), *Ausable Chasm* (p. 14), the *Adirondacks* (R. 2, d), the *White Mountains* (p. 20), etc.

The geologist will find much to interest him in the district round Montreal, in the immediate vicinity of which the Pleistocene, Lower Helderberg, Hudson River, Utica, Trenton, and Chazy formations are all represented.

From Montreal to Carillon, see R. 29; to *St. John*, see R. 16; to *Quebec*, see R. 30; to *Chaleur Bay*, see R. 31; to *Ottawa*, see R. 39; to *Toronto*, by railway, see R. 44, by steamer, see R. 46; to *New York*, see R. 2; to *Boston*, see R. 3; to *Portland*, see R. 9; to *Port Arthur* and *Fort William*, see R. 55.

29. From Montreal to Carillon.

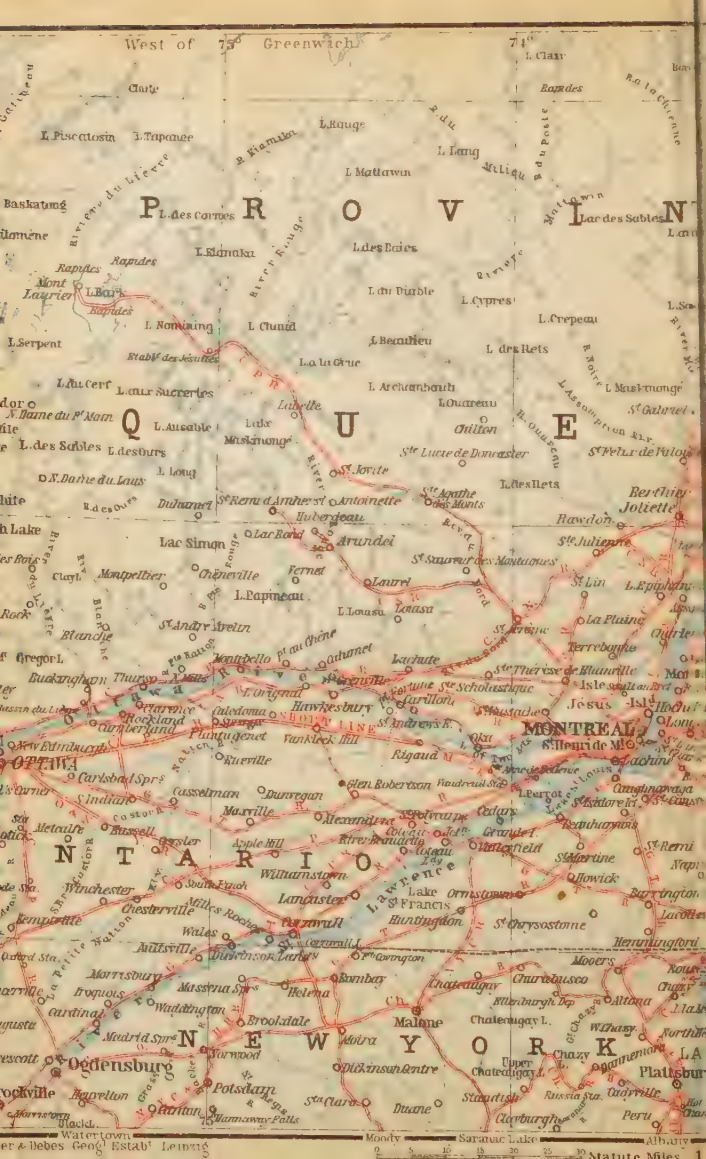
61 M. GRAND TRUNK RAILWAY to (8 M.) *Lachine* (p. 220), thence by STEAMER 'Empress' of the OTTAWA RIVER NAVIGATION CO. to (53 M.) *Carillon*. The steamer runs daily (except on Sun.) in summer, connecting with the morning train from Montreal; on the return journey the steamer runs through the Lachine Rapids (see p. 221) to Montreal. Fair meals are served on board.

The *Ottawa*, the *Grand River* of the early voyageurs, is the largest tributary of the St. Lawrence, being 685 M. long and draining an area of 56,700 sq. M. It rises in the W. part of the province of Quebec, about 200 M. in a direct line to the N. of Ottawa, and flows first for 180 M. towards the W., then to the S., S.E., and E., thus making a large U-shaped loop open to the E. It forms the boundary between Quebec and Ontario for about 400 M., and falls into the St. Lawrence at the Isle of Montreal. The *Ottawa* is navigable for 250 M., the rapids and falls being avoided by canals. It is very picturesque and is fringed with magnificent forests. Some of the numerous tributaries are of considerable size.

Beyond (8 M.) *Lachine* (p. 220) the steamer traverses *Lake St. Louis* (p. 220). In approaching (27 M.; r.) *St. Anne de Bellevue* (p. 204) we follow the channel between the isle of *Perrot* on the left and that of *Montreal* on the right. The steamer then passes under the bridges of the C.P.R. (p. 187) and the G.T.R. (p. 204), passes a short canal, with one lock, and enters the pretty **Lake of Two Mountains*, an expansion of the *Ottawa*, which extends hence, with a width of 3-5 M., all the way to *Hudson* (p. 147).

36 M. (r.) *Oka* (*Hotels and Boarding Houses*), a village inhabited by some remnants of the Iroquois and Algonquin Indians, lies on the N. bank, at the base of the 'Two Mountains' which give name to the lake (see above). *Mt. Calvary*, the higher of the two, is ascended by a 'Route de Calvaire', with shrines marking the seven 'Stations of the Cross' (fête and pilgrimage on Sept. 14th). On the other hill is a *Trappist Monastery*, partly destroyed by fire in 1916. The monks, living under the most rigidly ascetic rules, cultivate a large farm and conduct an agricultural institute which is affiliated with Laval University at Montreal (p. 141). Their cheese ('Port du Salut') has









a wide reputation. Stages meet the steamer to take visitors to the monastery, to which, however, men only are admitted.

37 M. (r.) *Como* (p. 187). — 38 M. (l.) *Hudson* (Du Lac, \$ 2; see p. 187). — 44 M. *St. Placide*. — 49 M. *Isle Décarie*.

53 M. (r.) *Carillon* (*Sovereign Hotel*) lies at the foot of a small hill affording a charming view (golf-links). A railway runs hence to (13 M.) *Grenville* (p. 188).

30. From Montreal to Quebec.

a. *Viâ the Canadian Pacific Railway (N. Shore of the St. Lawrence).*

173 M. CANADIAN PACIFIC RAILWAY in 5-3/4 hrs. (fare \$ 5.75; sleeper \$ 2.75; parlor-car \$ 1.20). This is the most direct route between the two cities. The trains start from the Viger Place Station, connection in some cases being made from Windsor Street Station.

From *Montreal* to (13 M.) *St. Martin Junction*, see p. 188. Our train here diverges to the right from the line to *Ottawa* (R. 39b). At (18 M.) *St. Vincent de Paul* (Tourist, \$ 3) is the large *Provincial Penitentiary*. We cross the N. branch of the *Ottawa* at (23 M.) *Terrbonne*, with its large limestone quarries.

The line now runs between the *St. Lawrence* on the right and the *Laurentide Mts.* (p. 172) to the left, the mountains being at first 30 M. from the river but approaching it more closely as we proceed. The district traversed is perfectly flat and carefully cultivated. The long narrow fields into which it is cut up are due to the French custom of equal subdivision of estates and the desire to give each heir a share of the river-frontage. The churches and presbyteries, with their shining metal spires and roofs, are the most prominent buildings in the numerous villages.

40 M. *Vaucluse*. From (49 M.) *Lanoraie* (comp. p. 151) a branch-line runs to (6 M.) *Joliette* (see p. 150). 57 M. *Berthier Junction*, for the line to (2 M.) *Berthier* (Victoria, \$ 4; 1335 inhab.); 60 M. *St. Outhbert*; 65 M. *St. Barthelemi* (p. 150); 70 M. *Maskinongé*. — Near (75 M.) *Louiseville* (*La Fleur*, \$ 2; 1675 inhab.; p. 152) are the *St. Leon Springs* (Hotel, from \$ 3), a frequented health-resort, the water of which is bottled and much used throughout Canada. The springs may also be reached by steamer. — 87 M. *Pointe du Lac*.

95 M. *Three Rivers* or *Trois Rivières* (*St. Louis*, \$ 4, *Canada*, R. \$ 1 1/2; *Sanatorium*, for hydro-electric treatment, French, \$ 4; *Rail. Restaurant*), at the mouths of the *St. Maurice River* (see p. 148), with (1921) 22,317 inhab., is one of the oldest towns in Canada, having been founded in 1634. It is the outlet for an important lumbering-district, and manufactures pulp and paper, iron pipes, stoves, and car-wheels from the bog-iron ore of the district. The business part of the town was almost totally destroyed by fire in 1908, but has been substantially rebuilt. The *Cathedral* is a build-

ing of some pretensions, and there are other large Roman Catholic institutions. The *College* has 300 pupils. — *Benjamin Sulte*, the French-Canadian historian, is a native of Three Rivers, and has celebrated its historic associations in his 'Chronique Trifluvienne'.

On the S. shore of the St. Lawrence, opposite Three Rivers, lies *Doucet's Landing* (p. 149; ferry), a station on the G.T.R. (R. 30c).

A STEAMER of the Canada Steamship Lines Ltd. plies several times weekly between Three Rivers and *Montreal*. Comd. also R. 30c.

FROM THREE RIVERS TO GRAND MERE, 27 M., C.P.R. in $1\frac{1}{4}$ hr. (fare \$ 1). This line runs along the right bank of the *St. Maurice River* (325 M. long, comp. p. 183), which in its lower course is a succession of falls and rapids. Good fishing and stooing may be obtained along the river (guides, etc., at Three Rivers). — 14 M. *Les Grés*, with the falls of that name. 21 M. *Shawinigan Falls* (*Vendome*, \$ 7; *Cascade Inn*, \$ 5½; *Shawinigan Falls Hotel, Royal*, \$ 4) is a growing manufacturing centre (pop. 10606 in 1921), with the new (1918) works of the Can. Electro Products Co., and also a station on the C.N.R. (p. 150). Here we obtain a fine view of the *Shawinigan Falls* (165 ft.), where about 200,000 horse-power are developed. — 27 M. *Grand Mere*, see p. 150.

We now cross the St. Maurice to (98 M.) *Piles Junction*, whence a branch-line runs viâ (20 M.) *Garneau Junction* (comp. p. 150) to (27 M.) *Grandes Piles* and a steamer regularly to *La Tuque* (p. 183).

108 M. *Champlain* (p. 152); 115 M. *Batiscan* (p. 152), at the mouth of the river of that name (comp. p. 173); 120 M. *La Pêrade*, the station for *Ste. Anne de la Pêrade* (National, \$ 2; pop. 2800), situated at the mouth of the *Ste. Anne River*, with a large two-towered church (right); 130 M. *Lachevrotière*. Beyond (134 M.) *Deschambault* (*Deschambault*, \$ 2; see p. 152), with a colony of pilots, we cross the C. N.R. (R. 30 d) and beyond (138 M.) *Portneuf* (*Paquet*, \$ 2; see p. 151), a thriving town (pop. 1600) with shoe-manufactories and wood-pulp mills, the C. N.R. (R. 38). At (147 M.) *Pont Rouge* (*Union*, \$ 4) we cross the *Jacques Cartier River*, famous for its salmon. 159 M. *Belair*; 165 M. *Lorette* or *Ancienne Lorette*, about 3 M. from *Indian Lorette* (see p. 172). As we approach Quebec our line is joined on the left by that from Lake St. John (see R. 34).

173 M. *Quebec*, see R. 32.

b. Viâ the Canadian National Railways (S. Shore of the St. Lawrence).

164 M. C.N.R. in 5-7½ hrs. (fares as at p. 147).

The trains start from the Bonaventure Station, cross the St. Lawrence by the Victoria Bridge, and follow the tracks of the Grand Trunk Railway to (36 M.) *St. Hyacinthe* (see p. 149). The Canadian National Railway here diverges to the left and runs in an almost straight line all the way to Lévis. — 38 M. *Ste. Rosalie*; 54 M. *St. Eugène*; 60 M. *St. Germain*. 65 M. *Drummondville* (*Drummond*, \$ 3), a thriving little manufacturing town, with 4000 inhab., is supplied with excellent water-power from Lord's Falls on the *St. Francis River*, which is crossed here by two steel bridges.

From Drummondville a C. P. R. line runs to (59 M.) *Enlaurga* (p. 19) viâ (52 M.) *Knovilton* (*Lakeview*, \$ 4) a summer-resort on *Brome Lake*.

88 M. *St. Leonard*, the junction of a branch-line to (15 M.) *Nicolet* (p. 152); 91 M. *Aston*, the junction of lines to (18 M.) *Doucet's Landing* (p. 148) and to (18 M.) *Victoriaville* (see below); 117 M. *Villeroy*, the junction of lines to (13 M.) *Lyster* (see below) and to (10 M.) *Ferrièreville* and (17 M.) *St. Jean des Chaillons* (p. 152). Between *Villeroy* and (134 M.) *Laurier* the region abounds with caribou and deer. — 154 M. *Chaudière* (p. 150). A glimpse of the *Chaudière Falls* (p. 150) is obtained here. At (155 M.) *Chaudière Junction* the line connects with the *Grand Trunk Railway* for *Sherbrooke*, *Lennoxville*, and *Portland* (comp. R. 9a). From *Chaudière* to (163 M.) *Lévis* and (164 M.) *Québec*, see R. 30c.

c. Viâ the Grand Trunk Railway (S. Shore of the St. Lawrence).

174 M. *GRAND TRUNK RAILWAY* in 7¼-12 hrs. (fares as in R. 30a).

From *Montreal* (*Bonaventure Station*) to (6 M.) *St. Lambert*, see p. 15. From this point the line runs to the left (E.) through a pleasant, somewhat English-looking district of woodlands, pastures, and farms. Just beyond (21 M.) *Belœil* (*Bellevue*, \$3) we cross the *Richelieu* (*View) and reach (22 M.) *St. Hilaire*, the starting-point for an ascent of *Belœil Mt.* (comp. p. 145), which here rises to the right of the line, though it first comes into view on our left front. *Otterburn Park*, on the *Richelieu*, at *St. Hilaire*, is a favourite picnic-ground. — The next point of interest is (36 M.) *St. Hyacinthe* (*Ottawa, Canada*, \$3), a pretty little French-Canadian city of (1921) 10,852 inhab., rebuilt after a devastating fire in 1903, with a Roman Catholic cathedral and a large Dominican college. Its manufactures include leather, shoes, woollen goods, and milling machinery.

The *Quebec Southern Railway* runs from *St. Hyacinthe* to the N. viâ (26 M.) *Yamaska* (p. 152) to (46 M.) *Sorel* (p. 152) and to the S. to (29 M.) *Iberville* (p. 47), (42 M.) *Heureville*, and (52 M.) *Noyon Junction* (p. 16). — A line of the C. P. R. runs N. to (2 M.) *St. Guillaume* and S. to *Farnham* (p. 20).

Beyond *St. Hyacinthe* station we cross the *Yamaska River*. The country traversed is now rather featureless with a good deal of scrub-wood. *Yamaska Mt.* (p. 20) is seen to the right, 12 M. distant. Beyond (48 M.) *Upton* we cross two small streams. 54 M. *Actonvale*; 66 M. *South Durham*.

At (76 M.) *Richmond* (2300 inhab.; *St. Jacob's Hotel*, \$3; *Rail. Restaurant*), in the 'Eastern Townships' (p. 47), a divisional point, with the *College of St. Francis*, our line diverges to the left (N.E.) from that to *Portland* (R. 9a) and traverses a thinly-peopled district. 88 M. *Danville*. Farther on we cross the *Nicolet*. — From (108 M.) *Victoriaville* (*Grand Union*, \$3), a manufacturing town (pop. 3764), about 2½ M. (motor-omnibus) to the N.W. of *Arthabaska-ville* (pop. 1400), a branch-line runs to the left viâ (18 M.) *Aston* (see above) to (36 M.) *Doucet's Landing* (p. 148). — 117 M. *Princeville*; 123 M. *Plessisville*, a local market, with a trade in lumber; 131 M. *Ste. Julie*. At (136 M.) *Lyster* (see above) we cross the *Bécan-*

cour. 152 M. *St. Agapit*. At (163 M.) *Chaudière* (pp. 149, 95) we cross the *Chaudière*, a rushing stream which forms a waterfall, 130 ft. high, a little to the left (top visible from the railway; now sadly marred by factories). Beyond (164 M.) *Chaudière Junction* (p. 95) we intersect the Canadian National Railways (R. 38), obtaining a glimpse (1.) of the fine **Quebec Bridge* (see p. 96). The heights of Quebec are now also seen on the same side, the various features in and near the city becoming more and more prominent as we proceed. The huge red Château Frontenac Hotel (p. 154) is very conspicuous.

From (173 M.) *Lévis* (p. 167) passengers are ferried (fare 3 c.) across the St. Lawrence to (174 M.) *Quebec* (R. 32). Hotel-porters meet the trains at Lévis and take charge of the baggage-checks. Cabs and omnibuses meet the ferry-boat on the Quebec side (p. 154).

d. *Viâ the Canadian National Railways (N. Shore of the St. Lawrence).*

177 M. CANADIAN NATIONAL RAILWAYS (Canadian Northern Division) in 7¼ hrs. (fare as in R. 30a). This line runs more or less parallel with the Canadian Pacific Railway.

Montreal (St. Catherine St. East Station), see p. 132. The train hugs the W. bank of the St. Lawrence as far as (14 M.) *Charlemagne*, a short distance beyond which it crosses the N. branch of the *Ottawa*. It then quits the river and bends inland. 21 M. *L'Assomption* (Thouin, \$ 4). 24 M. *L'Epiphanie*, the junction of a line to (9 M.) *St. Jacques* (Marion, \$ 2½), the centre of a tobacco-growing district. (13 M.) *Rawdon Junction* (see below), and (18 M.) *Rawdon* (Balmoral, \$ 2½; C.N.R. Hotel. Hotel du Lac, \$ 2).

36 M. *Joliette* (*Windsor*, \$ 3½; *Victoria*, *Great Northern*, *Commercial*, \$ 3), a manufacturing town with ca. 8500 inhab. and a Roman Catholic cathedral, is a railway-junction of some importance.

FROM JOLIETTE TO HAWKESBURY, 68 M., C.N.R. (Can. Nor. Div.) to Montfort Junction in 1½ hr., thence to Hawkesbury in 3¼ hr. (through-fare \$ 2.10). — This line runs towards the S.W., passing (11 M.) *Rawdon Junction* (see above) and (26 M.) *New Glasgow*, to (34 M.) *Montfort Junction* (see p. 188), where it crosses the C.P.R. At (53 M.) *Lachute* (p. 188) we again cross the C.P.R. The train now runs along the N. shore of the *Ottawa* to (66 M.) *Grenville* (p. 188) beyond which it crosses the river to (68 M.) *Hawkesbury* (see p. 190).

Lines of the C.P.R. run from Joliette to the N.E. to (10 M.) *St. Félix de Valois* (pop. 2500) and (21 M.; fare 80 c.) *St. Gabriel de Brandon* (Central, \$ 2), a resort of anglers, and to the S.E. to *Lanoraie* (p. 147).

Beyond Joliette we continue to run towards the N.E. 55 M. *St. Barthelemi* (p. 147); 70 M. *St. Paulin* (Hotel Juneau); 82 M. *St. Boniface*. — 91 M. *Aldred*, junction for a branch-line to (4 M.) *Shawinigan Falls* (see p. 148). — 94 M. *Grand Mère* (*Laurentides Inn*, *Central*, *St. Maurice*, \$ 3; *Windsor*, \$ 2½), a pleasant and well-kept town (7637 inhab.) on the *St. Maurice*, with extensive water-power and large paper and pulp mills. A C.P.R. branch-line runs hence to *Three Rivers* viâ *Shawinigan Falls* (see p. 148). — The railway then crosses the *St. Maurice* just below the *Grand Mère Falls* (view). From (98 M.)

Garneau (Rail. Restaurant, comp. p. 145) a branch-line diverges to the left to (40 M.) *Rivière à Pierre* (p. 173) viâ (19 M.) *Hervey Junction* (Tawachiche, \$ 23/4; see p. 183). Beyond (111 M.) *St. Stanislas* our line for some time parallels the line from Quebec to Cochrane (R. 35). 116 M. *St. Prosper*; 124 M. *St. Casimir*; 129 M. *St. Marc*; 138 M. *Portneuf* (p. 147); 146 M. *Donnacois*; 174 M. *Neuville*; 166 M. *Comp. Rouge* (comp. p. 153). 176 M. *Lamignon* (comp. p. 169). 177 M. *Quebec* (Parent Sq. Station), see p. 154.

e. Viâ the St. Lawrence.

180 M. STEAMERS of the CANADA STEAMSHIP LINES LTD. leave their wharf near Bonsecours Market (Pl. E, F.) every evening in connection with the boat arriving from Kingston (R. 46), and reach Quebec next morning. There are no Sun. boats between the beginning of Oct. and the end of May. The steamer on this route stops only at *Sorel*, *Three Rivers*, and *Batiscan*. Direct steamer, see R. 31.

The long days and short nights of a Canadian summer enable the traveller by this route to see something of the river scenery. The banks are usually flat and offer little of interest except the numerous French villages, with the shining metal-sheathed spires and roofs of their churches and presbyteries. Near Quebec, however, the scenery is more picturesque. The names of a number of the towns and villages along this part of the St. Lawrence are of frequent occurrence in accounts of the campaigns of 1755-6 (comp., e.g. Vol. VI of *Kingsford's History of Canada*).

Montreal, see p. 131. As we leave, we obtain a good view of the city and its huge water-front.

To the right lie *St. Helen's Island* (p. 144) and the small *Île Ronde*. On the S. bank, opposite *Hochelaga* (p. 187), lies *Longueuil* (p. 145), with its pier.

7 M. (left) *Longue Pointe*, with Dominion Park (p. 133) and the extensive works of the American Locomotive & Machine Co.

7½ M. (right) *Boucherville*. The register of the parish-church contains an entry of the baptism of an Indian baby by Père Marquette on May 20th, 1668. The low marshy islands here are frequented for duck-shooting; they sometimes cause disastrous inundations by damming up the ice descending the river.

8½ M. (l.) *Pointe-aux-Trembles*, with a church dating from 1704.

14 M. (r.) *Varennnes* (*Varennnes*, \$ 21/4), founded in 1693, with mineral springs, a miracle-chapel, and a 'Calvaire', is frequented as a summering-place, and has a large modern church, with two towers and elaborate interior decorations. There is also a commercial college and a convent. Sir George Cartier (p. 193) and other well-known Canadian politicians were natives of *Varennnes*. — (l.) *Bout-de-l'Isle*, at the mouth of the N. branch of the *Ottawa* (*Rivière des Prairies*), which enters the St. Lawrence amid a group of low wooded islands, is connected with Montreal by electric tramway (see p. 132).

15 M. (l.) *Répentigny*. — 22 M. (r.) *Verchères*, with an old French wind-mill and a romantic legend. — 23 M. (l.) *St. Sulpice*. — 28 M. (r.) *Contrecoeur*. — 29 M. (l.) *Lavaltrie*. — 35 M. (l.) *Lanoraie* (comp. p. 147).

43 M. (r.) **Sorel** (*Union, City, Carleton*, from \$ 2½), a small city of 9500 inhab., at the mouth of the *Richelieu* (p. 14), carries on a considerable country-trade and possesses several shipbuilding-yards and foundries. It is named from Capt. De Sorel of the Carignan-Salières Regiment (p. 135), who built a fort here in 1665. Good fishing and snipe-shooting are obtained in the neighbourhood. — Opposite lies *Berthier* (p. 147; ferry).

From Sorel the 'Shore Line' of the *Quebec, Montreal, & Southern Railway* runs via (10 M.) *Jamaska* (p. 149) to (17 M.) *St. François du Lac*, the station for Abenakis Springs (*Hotel*, \$ 4), a summer-resort, much frequented by the Montrealers. It may also be reached by steamer up the *St. Francis* (see below) or by railway from Montreal (Bonaventure Station: 3-4 hrs.).

A STEAMER of the Canada Steamship Lines Ltd., leaving Montreal on Tues. & Frid. at 1 p.m. and Sorel at 5 p.m., ascends the *Richelieu River* from Sorel to Chambly, arriving at 7.30 a.m. on the following morning. The river is narrow and the scenery picturesque. The boat lies to from 10.30 p.m. to 4 a.m. at *St. Marc. St. Hilaire* (see p. 146) is reached at 5 a.m. Beyond *Beloeil* (p. 149) is the *Beloeil Bridge*, an iron draw-bridge 1200 ft. long. — *Chambly*, see p. 20.

Beyond Sorel the St. Lawrence expands into **Lake St. Peter** (area 130 sq. M.), 25 M. long and 9 M. wide, at whose lower end lies the tidal limit. The lake is shallow, but a deep channel has been dredged through it. Huge timber-rafts and fleets of canal-boats may be met here.

57 M. (r.) *St. François du Lac* (see above), at the mouth of the *St. Francis River*. — 65 M. (l.) *Louiseville* (p. 147).

76 M. (r.) *Nicolet*† (*Nicolet*, \$ 3), at the mouth of the river of its own name (p. 149), is a manufacturing town of about 3000 inhab., with a Roman Catholic cathedral, a large college (300 students), two monasteries, and a Normal School. Nearly opposite is *Pointe du Lac*, at the lower end of Lake St. Peter. A railway connects Nicolet with *St. Leonard* (p. 149).

88 M. (l.) **Three Rivers** (see p. 147) lies at the mouths of the *St. Maurice*, about midway between Montreal and Quebec. Opposite lies *Doucet's Landing* (p. 148; ferry).

104 M. (l.) *Champlain* (p. 148). — 109 M. (l.) *Batiscan* (p. 148), with two lighthouses. — 116 M. (l.) *Ste. Anne de la Pêrade* (see p. 148). — 124 M. (r.) *St. Jean des Chaillons* (Beauséjour, \$ 3; see p. 149). — 129 M. (l.) *Grondines*. — 137 M. (r.) *Lotbinière*. — 138 M. (l.) *Deschambault* (p. 148).

143 M. (l.) *Portneuf* (p. 148). Opposite is *Point Platon*, near which is the residence of the late Sir H. G. Joly de Lotbinière. The river bends to the right and forms the *Richelieu Rapids*. The scenery improves, the *Laurentide Mts.* (p. 172) approaching the river on the left.

153 M. (l.) *Les Ecureuils*, near the mouth of the *Jacques Cartier River* (p. 148).

† The final t is sounded by the French Canadians in proper names of this kind.

160 M. (1.) *Pointe aux Trembles*, a small village where many Quebec ladies took refuge during the siege of the city by Wolfe (1759) and were captured by his grenadiers (comp. *Sir J. M. Le Moine's* 'Tourist's Note-book').

167 M. (1.) *St. Augustin* (p. 153). — 173 M. (1.) **Cap Rouge** (pronounced 'Carouge') lies at the mouth of the river whose valley forms the W. boundary of the Quebec plateau. Jacques Cartier wintered here in 1540-41, and Roberval made an unsuccessful attempt to establish a settlement here a few months later (see p. 156). About 1700 of Wolfe's troops descended with the tide from Cap Rouge to Wolfe's Cove on the morning of Sept. 13th, 1759 (p. 157). Nearly opposite is the mouth of the *Chaudière* (p. 159). The steamer here passes under the great **Quebec Bridge* (see p. 96).

Quebec now soon comes into sight, magnificently situated on a rocky plateau rising perpendicularly from the river. To the left, at the red shale bluffs of *Sillery*, is *Wolfe's Cove* (comp. p. 157), where the famous landing was effected in 1759. The cove may be identified from the steamer by the tall chimney standing at its mouth. As we pass *Cape Di mond* (p. 159) we see, high up on the cliff, a large inscription indicating the spot, on the road below, where Montgomery fell (p. 157). Opposite is *Lévis* (p. 167).

180 M. *Quebec*, see p. 154.

31. From Montreal to Chaleur Bay.

700 M. The STEAMERS 'Gaspésien' and 'Canada' of the GASEL & BAIE DES CHALEURS S. S. LINE leave *Victoria Pier* (Pl. F.) every Tues. at 2 p. m., during the season of navigation, for Quebec and points on the S. shore of the St. Lawrence and in Chaleur Bay, as far as (4½ days) *Campbellton* (p. 90; fare \$ 22½, return \$ 37). On the return journey (leaving Campbellton at 1 p. m. on Mon.) the steamers call at *Caraguet* (p. 88; fare from Montreal \$ 25½, return \$ 42, berth and meals included). The steamer 'Lady of Gaspé', of the GASEL S. S. LINE, leaves Montreal every second Mon. (4 p. m.) for point on the same route as far as *Port Daniel* (p. 89; fare \$ 16, return \$ 29, including meals; berth from \$ 4). The steamers of both lines lie to at Quebec (Custom House Wharf) for 10-15 hrs. They are small but comfortable, and the numerous stops below Quebec afford an interesting view of a quaint and little-known part of the Province of Quebec. The coast scenery is very fine.

Between *Montreal* (p. 131) and (180 M.) *Quebec* (comp. R. 30e) the steamer makes no stops. As far as *Lake St. Peter* (p. 152) the voyage is made by daylight; Quebec is reached early the following morning.

The principal ports of call below Quebec are *Cape Chat*, at what is geographically the mouth of the river; *St. Anne des Monts*; *Mont Louis*; *Cape Magdalen* (comp. p. 3), at the mouth of the *Magdalen River*; *Fox River*; *Cape Rosier*; *Gaspé* (p. 89); *Percé* (p. 89); *Grand River* (p. 89); *Port Daniel* (p. 89), *Paspébiac* (p. 91), *New Carlisle* (p. 91), and *Campbellton* (p. 90), all on *Chaleur Bay* (p. 89). For railway and steamer connections at Gaspé, see p. 90.

32. Quebec.

Arrival. *Palais Station* (Pl. F, 4; p. 166) and *Parent Square Station* belong to the Canadian National Railways. For travellers by lines on the North Bank, except those of the C.N.R., there is the *Canadian Pacific Railway Station* (Pl. E, 3), on the N. side of the city. Passengers by the S. Shore Lines, including some lines of the C.N.R., are ferried across from *Lévis* (p. 167) to the *Ferry Wharf* (Pl. F, 4). The St. Lawrence River Steamers (R.R. 30e, 31) lie to at the *Champlain Market Wharf* near Palais Station (see above). These are in the lower part of the town, from which the upper town, with the hotels, etc., is reached by steep streets or flights of steps crossing the lines of fortification. *Hotel Omnibuses* (25-50c.) and *Cabs* (see below) meet all the chief trains and steamers.

Hotels. *CHÂTEAU FRONTENAC (Pl. a, F 4; see p. 160), belonging to the C.P.R., a picturesque building on Dufferin Terrace, commanding beautiful views, and fitted up in a tasteful and homelike style, R. from \$ 2 (reduced rates in winter; apt to be somewhat crowded in Aug.); ST. LOUIS HOTEL (Pl. c; E, 4), 31 St. Louis St., near Dufferin Terrace, from \$ 3¹/₂; VICTORIA (Pl. e; E, 3), Palace St., from \$ 3; CLARENDON (Pl. b; E, 4), in a quiet situation at the corner of Garden St. and St. Anne St., from \$ 3; BLANCHARD'S (Pl. f; F, 4), in the Lower Town, facing Notre Dame des Victoires (p. 165), from \$ 3; MONTCALM. R. from \$ 2. — **Boarding Houses.** *Miss Jones*, 41 D'Auteuil St.; *Misses Bickell*, 43 St. Louis St.; *Miss Hill*, 40 Desjardins St.; *St. George's House*, 18 St. Anne St.; *The Crescent*, 34 St. Anne St.; *Miss Tremaine*, 10 St. Ursule St.; *St. Ursule*, 72 St. Ursule St.; *Mrs. Henchey*, 36 St. Anne St.; Y. W. C. A., cor. of St. Anne St. and St. Ursule St.; and many others.

Restaurants. At the hotels; *Dugal* (Auditorium), 142 St. John St.; *Vulquet*, Fabrique St., opposite the City Hall; *Club Vendôme*, 37 St. Joseph St., St. Roch. — *The Little Shop*, in the old Duke of Kent's House, 25 St. Louis St. (see p. 161), for afternoon tea (old furniture, relics, woollens, etc., for sale).

Electric Tramways (comp Plan) traverse the chief thoroughfares and pass all the principal buildings of the city. They form two complete circuits, one in the upper and one in the lower town, connected by transverse lines at Palace Hill and the Côte d'Abraham (Pl. D, 3). Fare 5c., incl. transfer. An 'Observation Car' leaves the Place d'Armes several times by daylight for a tour of the city (1³/₄ hr.; fare 50 c.) and thrice in the evening (1¹/₄ hr.; 25 c.).

Carriages ('Wagons') with two horses, within the town, per drive, for 1/4 hr., 1-2 pers. 50 c., 3-4 pers. 75 c.; for 1/2 hr., 75 c., \$ 1; per hour \$ 1¹/₄ and \$ 1¹/₂. With one horse, per drive (1/2 hr.), 1-2 pers. 50 c., 3-4 pers. 75 c.; per hour \$ 1 and \$ 1¹/₄; each subsequent hr. 75 c. and \$ 1. Though there is a fixed tariff, it is well to come to a clear understanding beforehand. The *Calèche* (or calash) is a curious high two-wheeled vehicle for two persons, with the driver perched on a narrow ledge in front. For each trunk 25 c.; smaller articles free. Fare increased by half between midnight and 4 a.m. Longer drives according to bargain. The drivers ('carters') urge the horses by the cry 'marche donc'. The best carriages are obtained in the Upper Town, the cheapest in the Lower Town.

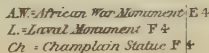
An Elevator (3 c.; Pl. F, 4) runs from Little Champlain St. (Lower Town) to Dufferin Terrace.

Ferry to Lévis, see p. 167; also to *Sillery* (p. 165; 10 c.), *St. Romuald* (p. 167), and the *Isle of Orleans* (p. 168).

Steamers run regularly from Quebec to *Montreal* (R. 30e); to *Gaspé* (p. 89), *Charlottetown* (p. 99), *Summerside* (p. 101), and *Pictou* (p. 60); to *Sydney* (p. 67) and *St. John's*, *Newfoundland* (p. 103); to the *Saguenay* (R. 36); to *Harrington* (R. 37); to various small ports on the St. Lawrence; to *London*, *Liverpool*, *Glasgow*, *Southampton*, *Havre*, and *Antwerp* (see R. 1); to *New York* (p. 10); to *Bermuda* and the *West Indies*, etc.

Places of Amusement. *Auditorium* (Pl. E, 3), St. John St.; *Tara Hall*, 110 St. Anne St.; *Jacques Cartier Hall*, St. Roch. — *Golf Links*, at the Cove Fields (p. 161). — *Curling and Skating Rinks* at the Château Frontenac Hotel.

G



Lévis
Corporation
Wharf
G

Clubs. *Garrison Club* (Pl. E. 4), 48 St. Louis St.; *St. Louis Club* (Pl. E. 4), nearly opposite the St. Louis Hotel (p. 154); *Quebec Riding Club*, Ste. Foye Road, 1 M. from the Toll Gate (Pl. B, 3), for hunting, etc.; *Quebec Amateur Athletic Association* (Pl. C, 4; p. 164).

Newspapers. English: *The Chronicle* (Cons.), the only morning-paper; *The Daily Telegraph* (Lib.); *The Gazette* (weekly). French: *L'Éducation* (Cons.); *Le Soleil* (Lib.); and *L'Action* (Ind. Soc.).

Shops. Furriers: *H. B. Renfrew & Co.* (comp. p. 149), 33 Buade St.; *Paquet*, 165 St. Joseph St. — Sporting and Fishing Gear: *Chicoutard Hardware Co.*, cor. of St. Peter St. and Mountain Hill St.; *Young*, 111 Bridge St.; *Shaw & Co.*, St. John St. and Sous-le-Fort St.; *J. P. Bertrand*, cor. of St. Joseph St. and Dorchester St.

Post Office (Pl. F. 4), at the corner of Buade St. and Du Fort St. (8-4).

United States Consul, *Mr. F. H. Demarest*. — There are also French, Belgian, Norwegian, Swedish, Dutch, and other consular representatives.

Quebec, superbly situated on a promontory formed by the confluence of the St. Lawrence and the *St. Charles*, about 250 M. from the *Pointe des Monts* (p. 4), at the mouth of the former river, is, perhaps, the most picturesque city in North America, appealing at once to the most blasé tourist by the striking boldness of its site, the romance of its history, and the extraordinary contrast of its old-world appearance and population with the new world around it. It is now frequented in winter also, for the sake of its winter scenery and sports.

It consists of a *Lower Town*, lying on the narrow strips of level land fringing the river banks, and of an *Upper Town*, perched on the top of a rocky bluff, rising almost vertically on both sides to a height of 200-350 ft. above the water. [The name 'Lower Town', however, does not technically include the large districts of *St. Roch* and *St. Sauveur*; comp. p. 167.] In shape the city is a triangle, bounded by the two rivers and the *Plains of Abraham* (p. 164). The older portion of the Upper Town is still surrounded by a massive wall, but the city has now spread considerably to the W. of the fortifications. At the S. angle of the wall, on the highest point of the plateau, is the famous *Citadel* (p. 159).

Unexampled for picturesqueness and magnificence of position on the American continent, and for the romance of her historic associations, Quebec sits on her impregnable heights a queen among the cities of the New World.

At her feet flows the noble St. Lawrence, the lit highway into a great empire, here narrowed to a couple of miles' breadth (really less than 1 M. — Editor), though lower down the waters widen to a score of miles, and at the gulf to a hundred. From the compression of the great river at this spot the city derives its name, the word signifying, in the native Indian tongue, the Strait. On the east of the city, along a richly fertile valley, flows the beautiful St. Charles, to join its waters with those of the great river. The mingled waters divide to enclasp the fair and fertile Isle of Orleans.

The city as seen from a distance rises stately and solemn, like a grand pile of monumental buildings. Clustering houses, tall, irregular, with high-pitched roofs, crowd the long line of shore and climb the rocky heights. Great piles of stone churches, colleges, and public buildings, crowned with gleaming minarets, rise above the mass of dwellings. The clear air permits the free use of tin for the roofs and spires, and the dark stone-work is relieved with gleaming light. Above all rise the long dark lines of one of the world's famous citadels, the Gibraltar of America.

(Charles Marshall.)

Quebec, with 116,850 inhab. in 1920, is now the seventh city of the Dominion of Canada. Of its inhabitants nine-tenths are French and Roman Catholic. The chief business of the city is the exportation of timber, grain, and cattle. It is the port of entry of the Atlantic steamers in summer, and the landing-place of immigrants. Various manufactures (boot and shoe-making, leather tanning, etc.) are carried on in St. Roch. The streets, as a rule, are narrow and irregular, and the quaint houses resemble those of the older French provincial towns. The best shops are in St. Joseph St. and Crown St., in St. Roch, and in or near St. John St., Fabrique St., and Buade St., in the Upper Town. — The climate of Quebec resembles that of Montreal (comp. p. 135). Owing to the proximity of the sea the summer is not quite so hot, the mean temperature in July being 66° Fabr. (mean annual extreme 93°). In winter (Nov.-March) the monthly mean temperature is below freezing-point, the mean temperature in Jan. being 10° (mean annual extreme —25°). The mean annual precipitation is 42 inches.

History. In historic interest Quebec almost rivals Boston among the cities of the New World, and it excels the New England city in the fact that its historic sites are constantly in view and have not been obscured by later alterations. When Jacques Cartier (see p. 135) ascended the St. Lawrence in 1535 he found the Indian town of *Stadacona* occupying part of the present site of Quebec, and spent the winter in huts erected near the Dorchester Bridge (comp. p. 171). On returning to France he carried with him the chief *Donnacona*, who unfortunately died in Europe. On his second visit, in 1541, Cartier wintered at *Cap Rouge* (p. 153). An unsuccessful attempt at settlement was made by the *Sieur de Roberval* in 1549 (comp. p. 153). The real founder of Quebec was *Champlain* (pp. 161, 161), who, after a first visit in 1603, on his second visit in 1608 established a small post here (comp. p. 165), which gradually added agricultural settlers to the original fur-traders. In 1629 the little settlement was captured by *Sir David Kirke* (or *Kerkt*; comp. pp. 179, 80, 106), but it was restored to France together with Acadia three years later by the Treaty of St. Germain-en-Laye. In 1663 Quebec contained about 800 inhabitants. A little later (1690 and 1711) two unsuccessful attempts were made by English fleets to capture the city. In the first case *Sir William Phips*, Governor of Massachusetts, was defied by *Governor Frontenac* and retired without doing serious damage. In 1711 the fleet under *Sir Hovenden Walker* was wrecked in the Gulf of St. Lawrence at Egg Island (comp. p. 182).

In 1759, however, Quebec finally came into the possession of Great Britain through the daring of *General Wolfe* and a victory described by Major Wood (see p. 157) as marking 'three of the mightiest epochs of modern times — the death of Greater France, the coming of age of Greater Britain, and the birth of the United States'.† The British fleet, under *Adm. Saunders*, anchored off the *Island of Orleans* (p. 163) on June 26th. The French army under the *Marquis de Montcalm*, 13,000 strong, was encamped on the shore at *Beauport* (p. 169). *Gen. Monckton* seized the heights of Lévis and from them bombarded the city. On July 9th Wolfe established a camp at *Montmorency* (see p. 169), and on July 31st he attacked the French

† Major Wood points out in a very interesting and convincing manner how largely this victory depended on the naval power of Great Britain, Wolfe's army being 'nothing else but a great landing-party'. The tradition that Wolfe recited Gray's 'Elegy' as the boats dropped down the stream is wrong. He recited the *Elegy* while reconnoitring from a boat, on the afternoon before, adding, 'Gentlemen, I would rather have written that poem than beat the French to-morrow'.

lines, and was repulsed with heavy losses. A long delay then ensued owing to Wolfe's illness, but on the night of Sept. 12-13th the English troops, who had in the meantime been carried by the ships above Quebec, stole down the river in boats under cover of the darkness, effected a landing at the *Anse au Foulon* (now Wolfe's Cove) below *St. Mary* (p. 163), scaled the apparently inaccessible cliffs, surprised and overpowered the French sentinels, and formed their line of battle on the *Plains of Abraham* (p. 164). Montcalm hastened across the St. Charles, and battle was joined by 10 a.m. (Sept. 13th). Both leaders, as is well known, fell on the field, Wolfe dying on the spot (p. 164), while Montcalm, mortally wounded, was carried into Quebec (p. 164). The British were successful after a short struggle: the French troops retreated, and the city surrendered on Sept. 18th. According to the official reports the numbers actually engaged were 3150 British (including 200 left at the above-mentioned *Anse au Foulon* or Wolfe's Cove) and 5000 French, the latter number including Indians. The following spring *Gen. Murray*, left in command at Quebec, was defeated on the Plains of Abraham by a French army of 10,000 men under *Lévis* (comp. p. 165) and was besieged behind the city-walls until relieved by an English fleet on May 15th.

In 1775 *Gen. Benedict Arnold* (p. 20) made his famous march through the *Chaudière Valley* (p. 22) and reached the Plains of Abraham by the way Wolfe had pointed out (Nov. 14th). On Dec. 1st he was joined by *Gen. Montgomery*, who took the command; and on Dec. 31st the Americans made a determined but vain attempt to take the city, Montgomery falling before a barricade in Little Champlain St. (spot now marked by a bronze tablet; p. 166). Comp. Vol. VI of *Kingsford's 'History of Canada'*.

Since then the history of Quebec has been comparatively uneventful, though it has been visited by many destructive conflagrations and by several severe epidemics of cholera. For some years it was the capital of United Canada (p. xxvi), and in the old Parliament House here, in 1864, took place the famous Confederation Debate, following the congress at Charlottetown (p. 16). The progress of Quebec has been by no means so rapid as that of other large Canadian and American towns, its population rising slowly from 42,052 in 1852 to 78,710 in 1911, since which it has grown more rapidly. — The products of the industries of the city in 1918 realized \$ 38,265,777. The imports of the city in 1920 amounted to \$ 19,551,075, the exports to \$ 22,464,945. In 1917 the Harbour was entered and cleared by 307 sea-going vessels of an aggregate tonnage of 909,881, including 268 British vessels of 855,377 tons.

The 'Royal William', the first vessel to cross the Atlantic wholly under steam (1833), was built at Quebec in 1824.

Books of Reference. *Parkman's 'Montcalm and Wolfe'*, the *Abbé Casgrain's 'Montcalm et Lévis'*, Vol. IV of *Kingsford's 'History of Canada'*, *Dr. James Douglas's 'Old France in the New World'* (1905), *Dr. A. G. Doughty's 'Siege of Quebec'* (6 vols.), and *Major William Wood's 'The Fight for Canada'* (5th, definitive ed., 1905; Amer. ed., 1906). Comp. also 'Quebec under Two Flags', by *A. G. Doughty and N. E. Dionne* (\$ 2.50), and 'The King's Book of Quebec', ed. by *A. G. Doughty* (1911). A small guidebook (gratis) is issued by the *Quebec Railway, Light, & Power Co.* (p. 168).

The **Province of Quebec**, formerly comprising only 351,873 sq. M., was more than doubled in extent in 1912, when the district of *Ungava* (p. 287), now called *New Quebec*, was added. It is now the largest province in the Dominion (706,834 sq. M.), being about six times as large as the British Isles. On the S. the province is bounded by the E. corner of Ontario, by New England, New Brunswick, and the Gulf of St. Lawrence, while its N. boundary is formed by Hudson Strait. On the W. it borders on Ontario and Hudson Bay and on the E. on the small coastal strip of Labrador. The *St. Lawrence* (p. 218), the chief river of the province, divides it into two very unequal parts, the portion cut off to the S.E. of the river being only about 50,000 sq. M. in extent. The most fertile part of the province is the plain of the St. Lawrence, of which 10,000 sq. M. are within Quebec; and the ordinary cereals and roots, hay, apples, plums, and various other crops are successfully cultivated. To the N. extends the huge and rocky

Laurentian plateau, with its vast forests and innumerable lakes. To the S.E. of the St. Lawrence is the extension of the Appalachian system known as the *Notre Dame Mts.* (p. 89), presenting an undulating surface and comprising much land suitable for agriculture or cattle-raising. Agriculture is the chief occupation of the population, and the lumber-business (aggregate value of production in 1918: \$40,200,000) also is important. Phosphates of lime, copper, gold, silver, iron, and other metals are obtained in larger or smaller quantities. The lack of coal is counterbalanced to some extent by the available water-power amounting to ca. 6,000,000 horse-power of which 842,000 horse-power were utilized in 1919. Most important, however, is the output of asbestos (117,731 tons of \$13,677,841 in 1920) which supplies 85% of the world's consumption, the chief mine being the Thetford Mine (p. 21). The total mineral production amounted to \$27,722,562 in 1920. Fishing (cod, mackerel, lobster) is carried on in the Gulf and Estuary of St. Lawrence (value of \$4,258,731 in 1919). The manufactures of the province, which are steadily increasing in importance, include pulp and paper, leather, boots and shoes, flour, sugar (gained from the maple tree), iron and hardware, tobacco, cloth, cotton and woollen goods, etc. In 1918 their total value was \$890,420,000. The total exports of the province, in 1919-20 amounted to \$57,928,342, the imports to \$309,995,362. The trade of Quebec, owing to its position on the St. Lawrence, is very important (comp. p. 157). Other large navigable streams are the *Ottawa* (p. 146), the *Richelieu* (p. 14), the *S. Maurice* (p. 148), and the *Saguenay* (p. 180). In 1921 Quebec contained 2,349,067 inhab., an increase of about 17 per cent since 1911 (2,003,232 inhab.), the majority of whom is French-speaking and belongs to the Roman Catholic Church, only one-sixth being English-speaking; in 1920 the population was 2,500,000, including 13,366 Indians.

Quebec was originally settled by the French (comp. p. 156) and it was not till after the American Revolution that any large number of British colonists established themselves here (comp. p. 47). At the time of the British conquest (1763) the name of Quebec extended to the whole of Canada, outside of the Acadian provinces; but in 1791 it was divided into the two provinces of Upper and Lower Canada (comp. p. 211). These were re-united, as the Province of Canada, in 1841, and in 1867, on the establishment of Confederation, the province of Quebec assumed its present name and form. Perhaps the most notable fact in the later history of the province has been the extraordinary increase of the French Canadians, who did not number more than 70,000 at the cession of Canada. Large numbers of them have migrated to New England. — Comp. 'Quebec, the Laurentian Province', by *Berkles Willson* (London, 1913; 10s. 6d). Those interested in the geography and history of the province may be referred to the excellent '*Dictionnaire des Rivières et Lacs de la Province de Québec*', by *E. Rouillard* (Quebec, 1914).

The stranger in Quebec should undoubtedly begin his visit with a walk round the walls and the view from Dufferin Terrace.

***Dufferin Terrace** (Pl. E, F, 5, 4), rebuilt after a fire in 1914, consists of a huge wooden platform, 1400 ft. long and 50-100 ft. wide, erected on the edge of the cliffs on the S.E. side of the city, 185 ft. above the Lower Town and the St. Lawrence. The site was levelled and the first platform was erected by the Earl of Durham, but the Terrace was rebuilt and enlarged in the governorship of the Earl of Dufferin and opened to the public in 1879 by the Marquis of Lorne and the Princess Louise. The N. end, however, is still sometimes called the *Durham Terrace*. On the Terrace are five kiosques and a band-stand (frequent concerts). At its N. end, adjoining the Château Frontenac (p. 160), is a *Statue of Champlain* (Pl. Ch., F4; 1567-1635), by Paul Chevré, unveiled in 1898. At the S. end of the Terrace a

disastrous landslide occurred in 1881. On the W. Dufferin Terrace is adjoined by the GOVERNOR'S GARDEN (Pl. E, F, 4), with the *Wolfe and Montcalm Monument* (1827-8), a granite obelisk, bearing the neat epigrammatic Latin inscription :

Mortem Virtus Communem
Famam Historia
Monumentum Posteritas Dedit

The **View from Dufferin Terrace is superb. At our feet are the winding streets of the Lower Town (p. 165). Beyond is the noble *St. Lawrence*, here about 1 M. wide, with its fleets of trading vessels and steamers, its wharves and docks, its timber-rafts and 'coves'. On the opposite side rise the heights of *Lévis* (p. 167), with three huge forts (that to the right alone distinctly visible) and its conspicuous churches and convents. Looking towards the left (N.E.), we see the confluence of the *St. Lawrence* and the *St. Charles* (with the *Louise Basin*) and, across the river, the fertile *Isle of Orleans* (p. 163). Several villages are visible along the banks of the *St. Lawrence*, with *Cap Tourmente* (p. 173) looming dimly in the distance (35 M.). On the left bank is *Beauport* (p. 149), beyond which are the *Montmorency Falls* (p. 170). Behind these (to the N.) rise the giant masses of the *Laurentide Mts.* (p. 172). Immediately to the N. of the Terrace, beyond the *Place d'Armes*, are the *Post Office* and *Laval University*. Among the most conspicuous buildings in the Lower Town are *Palais Station* (p. 166), the church of *Notre Dame des Victoires* (p. 165), just to the N., and the *Custom House* (p. 163), at the mouth of the *St. Charles*.

The *Elevator* (see p. 164) adjoins the N. end of the Terrace. From the S. end a flight of wooden steps ascends to the *Citadel Walk* (Pl. E, 5; fine views), which leads round *Cape Diamond* (see below), below the walls of the Citadel, to the *Cove Fields*. — In winter a toboggan-slide is erected, reaching from the King's Bastion to the other end of Dufferin Terrace.

At the S. end of Dufferin Terrace, adjoining *Cape Diamond*, the highest point of the plateau (350 ft.), stands the *Citadel* (Pl. E, 4, 5), a strong fortification, covering 40 acres of ground and dating in its present form from 1823. It is entered by a road diverging from *St. Louis St.* at *St. Louis Gate* (Pl. E, 4; p. 160), ascending across the glacis to the *Chain Gate*, and then leading along the trenches. It may be reached from the S. end of Dufferin Terrace by paths ascending across the green glacis and steps descending to the moat through a redoubt. No order of admission is now required, but at the *Dalhousie Gate*, leading from the moat to the inner works, the visitor is met by a soldier to act as guide (fee discretionary).

The present Fortifications of Quebec were constructed in 1823-32 and followed to some extent the lines of the French works of 1716. The earlier works enclosed a much smaller area. In the French period there were apparently three *City Gates*, one of which, the *St. Louis Gate*, is now represented by a modern structure, while the *St. John Gate*, erected in 1867 on the site of one of the original French gates, and *Palace Gate* have been entirely swept away. The *Hope* and *Prescott Gates* were added by the English, but no longer exist. *Kent Gate*, to which Queen Victoria contributed, is wholly modern. See also p. 160. The Citadel and other fortifications of Quebec, being by no means equal to the demands of modern warfare, were reinforced some years ago by the erection of three detached forts at *Lévis* (p. 167). Those in turn were recognized as inadequate, and two new and powerful forts were constructed at *Beaumont* (p. 178), 9 M. below the city, to command the channel of the *St. Lawrence*.

Since the withdrawal of the British troops in 1871 the Citadel has been garrisoned by Canadian troops. It encloses a large parade and drill ground, surrounded by barracks and magazines under the walls. Numerous

heavy guns are mounted on the ramparts. In the centre is a diminutive cannon captured at Bunker Hill (1775). The large stone building is the *Officers' Quarters*, at the E. end of which, overlooking the river, is the *Governor-General's Residence*, usually occupied by him for short visits every year. The *W. Ramparts* overlook the Plains of Abraham (p. 164), and the ***View from the King's Bastion*, at the N.E. angle of the ramparts, rivals that from Dufferin Terrace. — A time-gun is fired at noon.

We now return to the **St. Louis Gate** (Pl. E, 4), a handsome structure in a mediæval style erected on the site of the old gate in 1878-9, ascend the steps, and begin here our circuit of the **Walls* (3 M.). About 15 yds. to the S. of the gate (inside) is a tablet marking the grave of Montgomery's companions (p. 157). To the right, within the walls, lies the *ESPLANADE* (Pl. E, 4), with a few mortars and dismounted cannon and a *South African War Monument* (Pl. A.W.; E, 4), by McCarthy. To the left rises the large *Parliament Building* (p. 163). In about 4 min. we reach the **Kent Gate** (Pl. E, 4), a Norman structure erected in 1879 to relieve the pressure of traffic (see p. 159) and named in honour of the Duke of Kent, (see p. 161). To the left is the *Montcalm Market* (Pl. E, 3), with a *War Memorial Cross* (1921) in front of it (facing St. John St.), and to the right the *Church of the Congregation*, one of the oldest in the city. Beyond the site of 'St. John Gate' (Pl. E, 3; see p. 159) we have to leave the walls for a time, this angle of the fortifications being occupied for Government purposes. We regain the line of the walls at 'Palace St., where we cross the gap left by the removal of the old 'Palace Gate' (Pl. E, 3; see p. 159) and have the huge mass of the *Hôtel Dieu* (p. 162) to the right. As we proceed we overlook the Lower Town, with its narrow streets and numerous factories. St. Famille St. marks the site of the old 'Hope Gate' (Pl. F, 3; see p. 159). A little farther on we reach the **Grand Battery* (Pl. F, 4) at the N.E. angle of the walls, on the cliff named *Sault-au-Matelot*, another fine point of view, overlooking the Docks and the confluence of the rivers. Behind us, at this point, are the solid buildings of *Laval University* (p. 162). Our course now leads towards the S. to *Dufferin Terrace* and the *Citadel* (p. 159). The 'Prescott Gate' (p. 159) was at Mountain Hill St. (Pl. F, 4).

The narrow *Hébert St.* and *Couillard St.* (Pl. F, 4, 3), leading from the Grand Battery to St. John St., surpass in their mediæval quaintness any streets to be found in America. At No. 51 in *Des Remparts St.* is a tablet marking the site of Montcalm's residence in 1758-9.

At the N. end of Dufferin Terrace stands the **Château Frontenac Hotel* (p. 154), a large and handsome structure, erected in 1893 in the French Baronial style, from the designs of *Bruce Price*, and consisting mainly of light-red brick, with copper roofs. It occupies the approximate site of the old French *Fort St. Louis*, built by Champlain (p. 156) in 1620 and burned down in 1834, a stone from which, bearing a Maltese cross, has been immured above the main entrance. This fine hotel faces the *PLACE D'ARMES* (Pl. F, 4), still sometimes called the 'Ring', the parade-ground and fashionable pro-

menade of the French period. On the W. side of the Place is the **Anglican Cathedral** (Pl. F, 4; *Holy Trinity*), a plain edifice of 1804, with a spire 150 ft. high. It contains communion-plate given by George III., the colours of the 69th Regiment, and mural memorials to *Bishop Mountain*, first incumbent of the see, the *Duke of Richmond* (d. 1819), Governor-General of Canada (buried below the altar), and others. Adjacent are the *Rectory* and the *Chapel of All Saints*. To the S. of the Cathedral, at the corner of St. Louis St., is the *Court House* (Pl. E, F, 4), opposite which, adjoining the St. Louis Hotel (Pl. E; E, 4) on the E., is the house ('Little Shop', see p. 154), in which the Duke of Kent (p. 53), father of Queen Victoria, lived from 1791 to 1794.

The short *Du Fort St.* leads to the N. from the Place d'Armes to the **Post Office** (Pl. F, 4; p. 155), a substantial stone building at the corner of Buade St., erected in 1873, and afterwards enlarged.

The Post Office occupies the site of the old *Chien d'Or Building*; and a stone from the old building, bearing the carved and gilded figure of a dog, has been built into the front-wall. Below is the inscription (1736):

'Je suis un chien qui ronge l'os
En le rongéant je prend mon repos.
Un tems viendra qui n'est pas venu
Que je morderay qui m'aura mordu.'

The story goes that the house belonged to a rich merchant named *Philibert*, who had been wronged by *Intendant Bigot* (see p. 166) and chose this way of expressing his hatred. Philibert was afterwards killed by an officer quartered on the Chien d'Or by Bigot, but was revenged by his son, who slew his father's murderer in Pondicherry many years later. Comp. 'The Golden Dog', a historical novel by W. Kirby. Dr Doughty has, however, shown, in his 'Quebec under Two Flags' (p. 157), that this version of the story is not quite accurate. At a later date the house was occupied as an inn by *Sergeant Miles Prentice*, whose pretty niece, *Miss Simpson*, so captivated *Commander Horatio Nelson* at H. M. S. 'Albemarle' in 1782, that the future hero of Trafalgar had to be spirited away by his friends to prevent him marrying her.

In front of the Post Office is a *Monument to Bishop Laval* (Pl. L., F 4; p. 162), by Hébert, completed in 1908.

Following Buade St. towards the left, we pass the *Archbishop's Palace* and the **Basilica** (Pl. F, 4) or *Roman Catholic Cathedral*, consecrated in 1666 but dating in its present form from the second half of the 18th century. It occupies in part the site of the *Chapelle de la Recouvrance*, built by Champlain in 1633.

The interior is gay with white paint and gilding. Among the numerous paintings are a 'Crucifixion', by *Van Dyck* (on the first pillar on the N. side of the nave, next the choir); a St. Paul, by *Carlo Maratta* (in the choir); and examples of *Restout*, *Blanchard*, *Vignon*, and *Plamondon*. The high-altar-piece ('Conception') is a copy after *Lebrun*. The bishops of Quebec, including Laval, and four French governors, including Frontenac, are commemorated by tablets. The collection of vestments may be seen on application to the verger. The red hat of *Card. Taschereau* (d. 1898) hangs from the roof, in front of the chancel.

According to the most recent investigations the *Chapelle de Champlain*, built in 1636 over the tomb of the hero, lay in the *Cimetière de la Montagne*, to the E. of the Basilica, below the site of the old Prescott Gate.

Opposite the front of the Basilica is the **City Hall** (Pl. E, F, 4), an imposing building, 200 ft. long, erected in 1890-5. It occupies

the site of a Jesuits' College, founded in 1637. One of its fine rooms contains a collection of portraits of distinguished Canadians.

To the N. of the Basilica extend the huge buildings of the ***Seminary of Quebec** and ***Laval University** (Pl. F, 4).

The Seminary of Quebec was founded in 1663 by *François de Montmorency Laval*, first Bishop of Quebec, and the picturesque group of buildings composing it date from 1666 to 1880. It is divided into *Le Grand Séminaire*, for the education of priests, and *Le Petit Séminaire*, for the general education of boys. In 1852 the Seminary founded the *University of Laval*, which received a royal charter the same year and one from Pope Pius IX. in 1876. It possesses Faculties of Arts, Theology, Law, and Medicine. The University was attended by over 1100 students in 1916-17. The main entrance is at the Grand Battery (p. 163), but it is also reached from the Seminary through the *Theological Hall* and *Priests' Dwellings*. For the Laval University buildings at Montreal, see p. 141.

The University, which contains many objects of interest, is open to visitors daily, Sun. and holidays excepted (fee 25 c.; Thurs., 1-4, 10c.). The **PICTURE GALLERY** (catalogue in English or French provided; detailed catalogue by J. Purves Carter, \$1) is, perhaps, the most important in Canada, and contains works by or ascribed to *Van Dyck* (No. 190), *Teniers the Younger* (56-58), *Tintoretto* (121), *Salvator Rosa* (93, 95, 97, etc.), *Vernet* (62-65), *Albani* (151), *Honthorst* (36, 46, 59), *Parrocel* (10, 179, 181), *Boucher* (24, 25, 32, etc.), *L. Caracci* (143), *Schalcken* (17), *Paul Bril* (53), *A. van Ostade* (201, 205), *Romanelli* (161), *Baroccio* (45), *Domenichino* (123), *Moratta* (94, etc.), and others. In the **LITERARY CLASS ROOM** are works by *N. Poussin* (236), *Pierson* (245, Portrait of Calvin), *Schidone* (273), and others, and in the **FIRST ANTEROOM** is a painting by *Opie* (291). — The **RECEPTION HALL** contains interesting portraits (Bishop Laval, Queen Victoria, etc.). — The **MINERALOGICAL MUSEUM** illustrates the mineral resources of the Dominion and includes a good collection of Canadian and foreign marbles. — The **GEOLOGICAL MUSEUM** contains a large collection of fossils, etc. — The **ETHNOLOGICAL MUSEUM** includes an interesting series of Indian skulls. — The **COLLECTIONS OF NATURAL HISTORY, SCIENTIFIC INSTRUMENTS, BOTANY, ENTOMOLOGY AND CONCHOLOGY, AND COINS** also repay inspection. — The **MUSEUM OF RELIGION** contains the original lead tomb and fragments of the coffin of Bishop Laval (see above), and other souvenirs. — The ***LIBRARY**, with over 200,000 vols., is very rich in works relating to Canada. Among its rarities are works given by Queen Victoria and a Book of Hours with the signature of Mary, Queen of Scots. — The **PROMOTION HALL**, in which the graduation-ceremonies take place, can seat over 1500 people. — The **SEMINARY CHAPEL**, in which Bishop Laval is buried, contains several paintings and an old Venetian mosaic (after Titian's 'Mater Dolorosa'), presented by Pope Leo XIII.

The American officers taken prisoner in the siege of 1775 (p. 157) were confined in *Le Petit Séminaire*.

Another of the great Roman Catholic institutions of Quebec is the large ***Hôtel Dieu Convent and Hospital** (Pl. E, F, 3), the imposing buildings of which are seen a little to the W. (entr. in Palace St.). It was founded by the Duchess d'Aiguillon, niece of Card. Richelieu, who placed it under the charge of the Hospitalières nuns. The buildings date from 1654 to 1762, but were afterwards extended.

The *Convent Church* (entered from Charlevoix St.) contains a praying Monk by *Zurbaran*, a St. Bruno by *Eustache Le Sueur*, and other paintings. Good singing at the Sun. services. — Among the relics of the convent are a silver bust enshrining the skull of *Jean de Breboeuf*, a Jesuit missionary tortured to death by the Iroquois in 1649, and the bones of his fellow-martyr *Lalemant* (comp. *Parkman's* 'Jesuits in North America').

On a house at the corner of Palace St. and St. John St. (Pl. E, 3) is a wooden figure of *General Wolfe*, erected several years ago in

place of one dating from 1771. The old effigy is now in the reading-room of the Literary & Historical Society (see below). — We may now follow St. John St. to St. Stanislas St. and proceed to the left to the handsome *Methodist Church* (Pl. E, 3, 4). — At the corner of St. Stanislas St. and Dauphin St. is the building of **Morrin College** (Pl. E, 4), until recently a small Presbyterian institution, but now the home of the **Library of the Quebec Literary and Historical Society*, containing a valuable collection of books relating to Canada (25,000 vols.). The building was originally used as a prison, and the old cells are still shown in the N. wing.

Descending St. Anne St. towards the E. and turning to the right into Garden or Des Jarlins St., we reach the ***Ursuline Nunnery** (Pl. E, 4; visitors admitted in summer to parlours and chapel, 9-11 and 1-3.30). The convent was founded in 1639 by Mme. de la Peltrie and Marie de l'Incarnation, the 'St. Theresa of the New World'. The present buildings, which, with the enclosed gardens, cover seven acres of ground, date from 1686; good singing at the Sun. services.

The chapel (rebuilt in 1902) contains paintings* by *Philippe de Champaigne*, *Restout*, *Prud'homme*, and other French artists, and two beautiful ivory crucifixes. *Montalm* (p. 194) is buried here, in a grave made by a shell which burst in the chapel during the bombardment of 1759. His skull is preserved under glass. The shelves contain bones from the Roman Catacombs. Before the statue of the Virgin burns a votive lamp which has not been extinguished since it was given by Madeleine de Répigny in 1717. The present jewelled holder was sent from France in 1903 by descendants of the Répigny family. Specimens of embroidery and painting by the nuns may be obtained in the reception-rooms.

No. 65 St. Anne St., overlooking the Ursuline Nunnery Garden, is the house where Mr. Howells lived while collecting material for 'A Chance Acquaintance'. Comp. chap. iv of that charming volume.

The short Donnacona St. leads back to St. Louis STREET (Pl. E, 4), which we now follow to the right (W.), past the *Garrison Club* (Pl. E, 4). *Montgomery* (p. 157) was laid out in the house formerly on the site of No. 72 (on the right). We soon reach the *St. Louis Gate* (p. 159), just outside which, to the right, in a commanding situation, 280 ft. above the St. Lawrence, stands the **Parliament Building** (Pl. D, 4), an imposing French Renaissance edifice in grey stone, erected in 1878-92. The central tower is 160 ft. high.

The bronze group in front of the building, the statues in niches on the façade, and the groups on the roof are the work of the native sculptor *Hébert*. *Maisonneuve* (p. 135), *Cartier* (p. 156), and *Champlain* (p. 156) are commemorated in conspicuous inscriptions.

The Interior is handsomely fitted up, with wooden panelling on the staircase bearing the coats-of-arms of distinguished French Canadian families (not always quite accurate). The rooms of the *Legislative Assembly* (81 members) and the *Legislative Council* (24 members) are spacious and convenient (public admitted to the galleries; reserved seats on application to the Speaker). Both houses may be addressed in either French or English. The library contains 10,000 volumes.

Visitors should ascend to the top of the tower, which affords a splendid **View of the city, the two rivers, etc. (comp. pp. 155, 153).

Some distance to the left of the Parliament Building are the *Skating Rink* (Pl. D, 4) and *Drill Hall* (Pl. D, 4). In front of the last

is a *Monument to Major Short and Sergeant Wallick*, who perished in a gallant attempt to stem a conflagration in 1889. We now continue our walk along the *GRANDE ALLÉE* (Pl. A-D, 4), in order to visit the battlefield of 1759. The open ground behind the houses to the left, between the road and the edge of the cliff, is known as the *Cove Fields* (Pl. C, D, 4, 5) and is used by golfers. It is a Government park. The remains of old fortifications traceable here are all of British origin, dating from 1783, 1804, and 1811. A steep flight of steps descends from the Cove Fields to the prolongation of Champlain St. (p. 166). The two *Martello Towers* (Pl. C, 4, 5), at the W. end of the Cove Fields, date from about 1812. A third tower to the N. (Pl. C, 3) may be reached via *Claire Fontaine St.* (Pl. C, 4, 3), passing the large *Jeffrey Hale Hospital* (Pl. C, 3), in *St. Cyrille St.*, and a little farther on, at the corner of *St. John St.* and *Deligny St.*, the church of *St. John the Baptist* (Pl. D, 3; R. C.), with what is probably the finest interior in Quebec. — Opposite Tower 2, in *Grande Allée*, is the *Franciscan Convent* (Pl. C, 4), with a fine chapel, erected in 1897, near which Montcalm's forces assembled on Sept. 13th, 1759, and on the same side lie the grounds and club-house of the *Quebec Amateur Athletic Association*. Farther on, about $\frac{3}{4}$ M. from the *St. Louis Gate*, a road to the left leads to **Wolfe's Monument** (Pl. B, 4), a tall column rising from a square base and bearing the inscription 'Here died Wolfe victorious, Sept. 13. 1759'. Hard by is the *District Gaol* (Pl. B, 4), a large and massive building, a little to the S.E. of which is the *Quebec Observatory* (Pl. B, C, 5).

To the W. of this point stretch the **Plains of Abraham** (Pl. A, B, 4, 5), so called after Abraham Martin, a Scotsman and royal pilot of the *St. Lawrence*, who owned some ground in this vicinity about the middle of the 17th century. *Wolfe's Cove* (p. 153) is about $1\frac{1}{4}$ M. farther on, below the cliff. Part of the Plains has been converted into a *Public Park* (Pl. A, B, 4, 5).

At the date of the battle the Plains stretched without fence or enclosure up to the walls of the town and to the *Côte Ste. Geneviève*. The surface was sprinkled with bushes, and the flanking woods were denser than at present, so affording more cover to the French and Indian marksmen. The position of the front of the French army at the opening of the battle (10 a.m.) may be indicated by a line drawn from *Jeffrey Hale Hospital* (Pl. C, 3) to the *St. Lawrence*. The British line was about $\frac{1}{4}$ M. farther to the W., where *De Salaberry St.* now runs (Pl. C, 3, 4). The French then advanced until within 40 paces of the British. Wolfe was at the head of the British right wing, near the *St. Louis Road*, and Montcalm at the head of the French centre. The battle was hotly contested for about $\frac{1}{4}$ hr. but the French troops, consisting largely of Canadians, gave way at last before the impetuous charge of the *Louisburg Grenadiers* and *28th Regiment*. Wolfe was hit three times, receiving his third and mortal wound at the moment he gave the order to advance. He fell about 250 yds. nearer Quebec than the Monument, the latter occupying the spot whither he was carried to breathe his last. Montcalm was first struck by a musket-ball and then by a discharge of the only field-piece the British had brought into action. He was carried into Quebec and died about four o'clock the next morning. Comp. pp. 163, 157.

The *Battle of Ste. Foye* or *Foy* (April 28th, 1760), in which Gen.

Murray was defeated by the Chevalier de Lévis (see p. 157), took place to the N. of the Plains of Abraham: and the spot where the struggle was fiercest is marked by the *Ste. Foye Monument* (Pl. A, 3), erected in 1869 on the Ste. Foye road, about 1 M. from the St. John Gate and $\frac{3}{4}$ M. to the N.W. of the Wolfe Monument. It is inscribed: 'Aux Braves de 1760. érigé par la Société St. Jean Baptiste de Québec, 1860'. A visit to this point is easily combined with the excursion to the Wolfe Monument, by following Park Ave. (Pl. B, 4, 3), past the church of *Notre Dame des Chemins* (Pl. B, 3) with a handsome interior, and the Ste. Foye Road. The return to town is best made by Ste. Foye Road and St. John St. a round in all of about 4 M.).

In the old graveyard of *St. Matthew's Church* (Pl. D, 3), in St. John St., a handsome building in the Decorated Gothic style, is the tomb of Major *Thomas Scott*, brother of Sir Walter and for a time believed to be the author of 'Waverley'.

Following the Grande Allée for about $1\frac{1}{4}$ M. beyond the Wolfe Monument, we reach (left) the entrance to the beautiful grounds of ***Spencer Wood**, the residence of the Lieutenant-Governor of Quebec. The cliffs behind the house afford a splendid view, with Wolfe's Cove (p. 153) lying at our feet.

The grounds of Spencer Wood are adjoined on the W. by those of **Spencer Grange** (fine vineries), the home of the late *Sir J. M. Le Moine*, the author of numerous interesting works relating to Quebec and Canadian history.

Spencer Wood adjoins *Mt. Herman Cemetery* (Prot.) and *St. Patrick's Cemetery*, beyond which, $3\frac{1}{2}$ M. from Quebec, is the village of *Sillery*, with its church (*View), large convent, school-house, and timber-coves. We may return hence to the city by ferry (see p. 154), or by electric tramway from the cemeteries.

A pleasant afternoon stroll may be enjoyed by taking the steamer from Quebec to Sillery and following the shady road under the cliffs and along the river to (2 M.) Wolfe's Cove. Here we ascend the road to the left, bringing us out on the Grande Allée, just to the E. of Spencer Wood and less than 1 M. from Wolfe's Monument (p. 164). This walk affords fine views and has the historic interest of following the route of Wolfe's forces.

To visit the **Lower Town of Quebec**, we may follow *Mountain Hill St.* or *Côte de la Montagne* (Pl. F, 4) and descend to the right by an iron stairway (replacing the old 'Breakneck Steps'), which leads to what is, perhaps, the quaintest and busiest part of the riverside districts. Hard by is the unpretentious church of **Notre Dame des Victoires** (Pl. F, 4), often called the 'Little Lower Town Chapel', close to the site of Champlain's original *Habitation de Québec* (1608; p. 156).

The name refers to the deliverance of the city from the English attacks of 1690 and 1711 (p. 156); and tablets on either side of the door (inside) bear the following inscriptions, which reflect a pleasant light on the magnanimity of the Government that overlooks them.

1688. *Pose de la 1ere Pierre par le Marquis de Denonville Gouverneur. Innocent XI Pape. Louis XIV Roi de France. L'église est dédiée à l'enfant Jésus.*

1690. *Défaite de l'amiral Phips. L'église prend le titre de Notre Dame de la Victoire.*

1711. *Dispersion de la flotte de l'amiral Walker. L'église prend le titre de N.D. des Victoires.*

1759. *Incendiée pendant le siège.*

1765. *Rebâtie.*

1883. *Restaurée à l'occasion du 2ième Centenaire.*

Just to the S. of Notre Dame des Victoires is *Sous-le-Fort Street* (Pl. F, 4), recalling the narrow mediæval streets that survive Bristol (e. g. the Pithay) and many Continental towns. *Sous-le-Fort St.* ends at the foot of the elevator leading to Dufferin Terrace (Pl. F, 4; see p. 159), whence *Little Champlain Street* (Pl. F, 4, 5), the scene of Montgomery's death (p. 157), leads to the S. along the base of the cliffs. Between Little Champlain St. and the river, on the site of the former Champlain Market, is the large building of *Palace Station* (Pl. F, 4), the terminal of the C.N.R. By continuing our walk towards the S. (W.), through *Champlain Street* (Pl. C-E, 5), which has a tablet (on the cliff) commemorating the death of Montgomery (p. 157), we may visit some of the large timber 'coves' (less extensive than formerly) that line the river farther up.

Moving in the opposite direction (N.) from Notre Dame des Victoires, we may follow the busy *ST. PETER STREET* (Pl. F, 4), with its shops, banks, and warehouses. Near the end of St. Peter St. *Andrew Street* (Pl. F, G, 4) leads to the right to the **Custom House** (Pl. G, 4) a Doric building surmounted by a dome, at the junction of the St. Lawrence and the St. Charles. To the N. of this point lie the capacious **Louise Basin** (Pl. F, G, 3), with a wet dock 40 acres in area and a tidal dock of half that size. On the *Louise Embankment* (Pl. F, G, 2, 3), forming the outer wall of the docks, is the *Immigration Office* (Pl. G, 3), with the barracks in which immigrants are cared for until they can be forwarded to their ultimate destinations. Great harbour improvements, including the construction of a large dry-dock, have recently been carried out at a cost of over \$20,000,000. A *Grain Elevator* built of concrete and holding 1,000,000 bushels should be noticed. — *Sault-au-Matelot Street* (Pl. F, 4) and **Sous-le-Cap Street* (Pl. F, 3, 4), to the left of St. Peter St., below the walls, are two of the quaintest old streets in the city. A tablet in the former commemorates the Canadian force which here repulsed the attack of Arnold (p. 157).

ST. PAUL STREET (Pl. F, 3, 4), diverging to the left near the end of St. Peter St., leads to the W. between the cliff and the docks, passing near the stations of the *Quebec Railway, Light, & Power Co.* (Pl. F, 3) and the *C. P. Railway* (Pl. E, 3).

At the corner of *Nicolas Street* (leading to the left from St. Paul St.) and *St. Valier Street*, is *Boswell's Brewery* (Pl. E, 3), on the site of the palace of Intendant Bigot, parts of the old walls of which may be seen in the court (plan at the Historical Society, p. 163).

The Intendant was the head of the civil administration of the French colony of Canada, as the Governor was of its military administration. Bigot (see p. 172), who was appointed Intendant in 1748, did much, by his profligacy, oppression, extravagance, and dishonesty, to ruin the resources of the colony and hasten its fall. Near the palace stood the so-called '*Friponne*' ('swindle'), a large storehouse erected by Bigot to hold the goods arriving from France until sold to the King or the citizens. Comp. *Parkman's* 'Montcalm and Wolfe' (chap. xvii). See also *Sir Gilbert Parker's* novel 'The Seats of the Mighty'.

St. Paul St. is continued, beyond *St. Roch Street* (Pl. E. 2, 3), by *ST. JOSEPH STREET* (Pl. C-E. 2), forming the dividing line between the industrial ward of *St. Roch*, to the right, and the artisans' dwellings of the *Jacques Cartier Ward*, to the left. The former is supposed to occupy the site of *Stadacona* (p. 156; monument). The *Church of St. Roch* (Pl. D. 2) is a large but uninteresting edifice. On the banks of the *St. Charles*, which here makes an abrupt bend round *Hare Point*, are the *St. Charles Hospital* (Pl. D. 1) and the large *General Hospital* (Pl. C. 1). The latter occupies the site of the house of the *Récollets*, in which they received the Jesuit missionaries in 1625. The handsome brick building opposite the General Hospital is the *Provincial Technical School*. Close by, on a peninsula formed by a loop of the *St. Charles River*, is the *Victoria Park* (Pl. C. D. 1), with a monument to Queen Victoria by Marshal Wood. Beyond *St. Roch* is the district of *St. Sauveur*, with its imposing *Church* (Pl. B. 2).

The chief points of interests in the *Environs of Quebec* are enumerated in the following route. A favourite drive leads round the plateau of Quebec (about 20 M.), going out to *Cap Rouge* (comp. p. 153) by the *St. Louis Road* and returning by the *Ste. Foye Road*.

From Quebec to *Montreal*, see R. 30; to *Cochrane*, see R. 38; to *Boston*, see R. 5; to *Portland*, see R. 9; to *Lake St. John*, see R. 34; to the *Saguenay*, see R. 36; to *Harrington Harbour*, see R. 37; to *Halifax*, see R. 24; to *Gaspé* and *Chaleur Bay*, see R. 31; to *Anticosti*, see p. 3.

33. Excursions from Quebec.

a. Lévis.

Ferry Steamers ply every $\frac{1}{4}$ hr. from the *Lévis Wharf* (Pl. F. 4) to ($\frac{3}{4}$ M.) *Lévis* (5 min.; fare 5 c.).

Lévis (*Dohan's, Kennebec, St. Lawrence*, from \$ 2 $\frac{1}{2}$), a city of 10,479 inhab., is finely situated on the heights on the E. bank of the *St. Lawrence*, opposite Quebec, and should be visited, if for no other reason, on account of the grand *View it affords of that city. It is the terminus of a branch of the *Grand Trunk Railway* and of the *Quebec Central Railway* (comp. pp. 150, 22), and it is also a station of the *Canadian National Railways* (pp. 149, 95). The heights above the town are now occupied by three enormous forts of earthwork and masonry, erected some years ago at a cost of nearly \$ 1,000,000 each. So far, however, they have neither been armed nor garrisoned (comp. p. 159). The drive round these forts is interesting and affords a series of delightful views. Excellent views are also afforded by the electric cars, which run from the ferry to the market-place and also to *St. Joseph* and *St. Romuald* (see below). The *Lévis Graving Dock*, near the N. end of Lévis, is 1150 ft. long and can accommodate the largest vessels afloat. Some of the *Churches* and *Colleges* are large and conspicuous buildings. — Lévis is adjoined on the N. by *Bienville* and *St. Joseph*, and on the S. by *South Quebec* and *St. Romuald*.

d'Etchemin (4000 inhab.), all sharing in the large lumber-trade of Quebec (direct ferry, see p. 154). The **Church of St. Romuald* is adorned with good paintings by Lamprecht of Munich.

The *Chaudière Falls* (see p. 156) are 1 M. to the S.W. of St. Romuald (cab. \$1¹/₂). About halfway between St. Romuald and the falls we cross the Chaudière at a point called the 'Basin'. The sail to St. Romuald affords fine views of the bold shores of the St. Lawrence.

b. Isle of Orleans.

Steamers, starting from the *Champlain Wharf*, ply at frequent intervals to (4 M.) *Ste. Pétronille*, on the *Isle of Orleans* (1¹/₂ hr.; fare 10 c.).

About 4 M. below Quebec the St. Lawrence is divided into a N. and a S. channel by the **Isle of Orleans** or *Isle d'Orléans*, 20 M. long, 5 M. wide, and 70 sq. M. in area. It is occupied by about 6000 'habitants', who raise large crops of potatoes and hay, make cheese, and possess fine orchards of apples and plums.

The surface of the Isle of Orleans, 270 ft. above the level of the St. Lawrence, once formed together with the Fields of Abraham and the plain stretching from Lévis towards the S., an unbroken 'peneplain', which is still evident from the 'sky-line'. It was raised in the mid-Tertiary period after which it was extensively cut up by the river and its tributaries. — The Indian name of the island was *Mingo*, and it was called *Isle de Narchois* by Jacques Cartier (1535) on account of the numerous grape-vines he found on it. Wolfe established his principal camp here during his siege of Quebec (p. 156).

The short steamboat voyage to the Isle of Orleans affords, perhaps, the best **View of the city of Quebec*, while to the N. are seen *Beauport* (p. 169) and the *Montmorency Falls* (p. 170), backed by the *Laurentide Mts.* The steamer calls at *Ste. Pétronille de Beaulieu*, a village of 477 inhab., with a pleasant little hotel (*Château Bel-Air*), a park, and other attractions, which draw many summer-visitors. On the N. shore of the island lie the hamlets of *St. Pierre* and *St. Famille*, on the S. shore those of *St. François*, *St. Jean*, and *St. Laurent*. *Miranda's Cave*, on the S. shore, is a favourite picnic-resort. The churches date mainly from the middle of last century: the *Nunnery of St. Famille* dates from 1685. Fine views are obtained of the *Laurentide Mts.* from the N. shore.

c. Falls of Montmorency and Ste. Anne de Beaupré.

21 M. RAILWAY (*Quebec Railway, Light, & Power Co.*) in 3³/₄ hr. (return-fare to Montmorency 40 c., or, including the use of the elevator, 60 c.; to Ste. Anne 80 c.). Special fast 'tourist trains' (round-trip \$1¹/₂) daily at 10 a. m. and 2.30 p. m. This railway was originally intended mainly for the accommodation of pilgrims and pilgrimages, but is now used largely by tourists also. It lies between the road and the river. The service is now mainly electric, though there are also a few steam trains. This excursion, as far as the Montmorency Falls, is also often made by road (carr. there & back about \$4 for 1-2 persons), and thus both road and railway are described below. The pedestrian who understands French will find much to interest him throughout the *Côte de Beaupré*. The inns are primitive but clean. — Comp. 'A Chance Acquaintance', by W. D. Howells.

a. ROAD TO MONTMORENCY (61¹/₂ M.). We cross the *St. Charles* by the *Dorchester Bridge* (Pl. E, 1, 2), erected in 1789 and named after the

then Govern or-General of Canada. To the left is seen the *St. Charles Hospital* (p. 167). The road then turns to the right and runs parallel to the *St. Lawrence*. Practically the entire region traversed is the property of the Quebec Seminary. The road is lined nearly all the way with the cottages of the 'habitants', generally standing askew to the road so as to present their gable-end to the E. wind. Behind the houses are the long narrow strips of their farm-lands (comp. p. 147), stretching on the right down to the river. Good views are enjoyed of Quebec, Lévis, and the Isle of Orleans. To the right lies *Maizerets*, a farm-house belonging to Quebec Seminary and forming the regular holiday-resort of the pupils. To the left, farther on, about 2 M. from Dorchester Bridge, is the large *Provincial Lunatic Asylum*, which is in charge of the Grey Nuns. On the same side, $1\frac{1}{2}$ M. farther on, is a *Temperance Monument*. — 1 M. (r.) *Church and Presbytery of Beauport*. The church is a large edifice, the handsome towers of which have been rebuilt since a fire in 1888. The interior is richly decorated. Montcalm had his headquarters in 1759 at the manor-house of Beauport, one of the ruinous buildings a short distance to the left, and at the *De Salaberry Manor*, since destroyed. Beauport is a manufacturing and market town with about 5000 inhabitants.

About 3 M. beyond Beauport Church we reach the entrance to the *Kent House Hotel* (from \$4), which was built as *Haldimand House* by General Haldimand in 1780 and derives its present name from having been occupied by the Duke of Kent in 1791-4 (comp. p. 161). It now belongs to the Quebec Railway, Light, & Power Co. and stands in pleasant grounds containing a rustic theatre and the Holt-Renfrew menagerie of Canadian wild animals (adm. 25 c.; free to railway-passengers). The hotel commands a view of the falls, to which a direct path leads.

Beyond the Kent House Hotel the road crosses the *Montmorency River* and reaches the grounds on the E. side of the falls (entr. opposite the inn; *View of Quebec and its environs). Adm. to the grounds round the falls 25 c. (free to railway-passengers). An interesting collection of historical cannon may be seen from the road in the grounds of *Montmorency Cottage*, near the head of the falls.

The farm-house in which Wolfe lay ill for two weeks, and from which he wrote his celebrated despatch to Pitt on Sept. 2nd, 1759, is about $\frac{1}{2}$ M. beyond Bureau's and 200 yds. down to the right.

b. RAILWAY TO MONTMORENCY AND STE. ANNE (21 M.). On leaving Quebec (station, see Pl. F. 3) the train crosses the *St. Charles* by a long swing-bridge (views) and stops at ($\frac{1}{2}$ M.) *Limoilou*, the station for the village of *Hedleyville*. The C.N.R. lines to Montreal (R. 30d) and Chicoutimi (R. 34) here diverge to the left. Our train then runs along the bank of the *St. Lawrence*, affording views of the Isle of Orleans (p. 168). $11\frac{1}{2}$ M. *Maizerets* (see above); 2 M. *Mastai*; $21\frac{1}{2}$ M. *Beauport* (see above); $31\frac{1}{2}$ M. *Beauport Church* (see above); $53\frac{3}{4}$ M.

St. Gregoire. — $6\frac{1}{2}$ M. *Montmorency*, a town of 2200 inhab., with the power-house of the railway, which also supplies power to the adjacent large cotton-mill and light to Quebec. — The train now backs up to the ($6\frac{3}{4}$ M.) *Montmorency Falls Station*, whence an elevator (276 ft.) ascends to the road near the Kent House Hotel (p. 169).

The **Falls of Montmorency*, known to old French peasants as *La Vache*, are formed by the *Montmorency River* just before its confluence with the *St. Lawrence* and are 265 ft. high and 150 ft. wide. In spring or after heavy rain they are very imposing. A good near view of the falls from above is obtained from a summer-house on the W. bank, built originally by Gen. Haldimand (see p. 169), at the suggestion of the Baroness Riedesel, wife of the commander of the Hessian troops in the Revolutionary War (see her 'Letters'). Above the falls are the remains of a suspension-bridge, which fell in 1856. A great part of the water is withdrawn to generate electric power (comp. above).

The famous *Natural Steps*, 1 M. farther up the river, are a series of curious ledges of limestone rock, of singularly regular formation, penning the rushing *Montmorency* into a narrow channel with many miniature cataracts. The scene recalls the *Strid* at *Bolton Abbey* or the *Linn of Dee* near *Braemar* (see *Baedeker's Great Britain*). To reach the *Natural Steps* we recross the bridge, and ascend along the right bank. After about 15-20 minutes' walk from the highroad a well-defined path to the right descends to the *Steps*.

It was at *Montmorency* that *Wolfe* delivered his unsuccessful attack on *Montcalm* in 1759 (see p. 156), the centre of the movement being the end of the road known then and now as the *Côte de Courville*.

The railway now crosses the *Montmorency River*, affording a good view of the falls to the left. 7 M. *Little Village.* — 10 M. *L'Ange Gardien*, with its old church, prettily situated in a small valley, offers good snipe and partridge shooting. The hills approach more closely. — Near (15 M.) *Château Richer*, with its orchards and good shooting, are the romantic falls of the *Sault à la Puce*, about 110 ft. high. — $18\frac{1}{2}$ M. *Rivière des Chiens*; $20\frac{1}{2}$ M. *Eglise Ste. Anne*, the nearest station for visitors to the church (see below).

21 M. *Ste. Anne de Beaupré* (*Regina*, from \$ $3\frac{1}{2}$; *St. Lawrence, Columbus*, \$ 3; *Rail. Restaurant*), a village with 2500 inhab., said to have been founded by Breton mariners about 1620, is the most famous place of pilgrimage in America to the N. of Mexico and is visited annually by more than 200,000 pilgrims. The present *Church of Ste. Anne*, opened for public worship in 1876 and created a *Basilica* by Pope Leo XIII. in 1887, is a large and handsome building, with towers 168 ft. high. It contains some relics of *Ste. Anne*, huge piles of crutches left by those who have undergone miraculous cures, a statue of *St. Anne* (with the *Virgin*) on an onyx column, and a good altar-piece by *Lebrun*. The historical relics in the vestry are shown from 11 to 12. The enthusiasm is at its greatest height on *Ste. Anne's Day* (July 26th). The original church of 1658 was taken down in 1878 and re-erected with the same materials on its former site, near the new church. Opposite the *Presbytery*, at the E. end of the main church, is the brilliantly decorated *Scala Santa Chapel* (finished in 1893), the platform in front of which commands

an extensive view. A finer *View is obtained from the front of the *Convent of the Franciscan Sisters*, farther up the hill-side. Miraculous healing powers are also ascribed to a neighbouring well. — Opposite the railway-station is a *Cyclorama*, with a painting of Jerusalem (adm. 25 c.).

The *Falls of Ste. Anne, formed by the river of that name, 3-4 M. above the town, consist of a series of picturesque plunges, one of which is 130 ft. high. The path to the falls is not easily found without a guide. The *Seven Falls of St. FÉLIX*, 1 M. farther on, are still more picturesque.

The *St. Anne Mt.*, a part of the Laurentide range (see p. 171), culminating in a summit 1656 ft. high, rises about 1 M. from the village.

Legend Ste. Anne, the highway goes on to (2 M.) *Beauport* and (4 M.) *St. Jean* (853 in. alt.). Thence to *Marion Bay*, see p. 176.

d. Lorette. Charlesbourg. Lake Beauport. Lake St. Charles.

Lorette is most quickly reached by railway (see R. 34), but the visitor of leisure is advised to drive, at least one way. *Charlesbourg* and *Château Bigot* may easily be combined in the same drive. The distance to Lorette, via either the Little River or the Charlesbourg road, is about 8 M. The fare to Lorette and back need not exceed \$1.2 per head (with a minimum of \$2); and the return to Château Bigot may cost about 75 c. extra. The trip need not be so costly by hiring the carriage on the far side of the St. Charles.

The so-called 'Little River Road' to Lorette begins at the end of the tramway-line in St. Sauveur, crosses *Scott's Bridge* (beyond Pl. A, 1), and follows the E. (N.) bank of the St. Charles. Or we may follow the W. (S.) bank for 2 M. more and then cross the river. The *Charlesbourg Road* crosses the *Dorchester Bridge* (Pl. E, 1, 2; p. 168) and runs towards the N. W. (the Montmorency road diverging to the right; see p. 169). To the left, near the confluence of the *Lairé* with the St. Charles, is the small *Jacques Cartier Monument*, erected in 1889, marking the supposed spot of Cartier's settlement in the winter of 1535-6 (p. 156).

4 M. *Charlesbourg*, see p. 172. *Château Bigot* (see p. 172) lies about 2 M. to the E. — Opposite the church the Lorette road turns to the left.

8 M. *Lorette*, see p. 172.

The road running on from Charlesbourg in the direction hitherto followed leads to (8 M.) *Lake Beauport* (*Hotel*; 12 M. from Quebec), a sheet of water 1 M. long and 1/4-1/2 M. wide, frequented by fishing and pleasure parties from Quebec. The road to it passes the village of *St. Pierre* and crosses the 'Brûlé', a district devastated by a forest-fire.

About 4 M. to the N. of Lorette, and 12 M. from Quebec, lies *Lake St. Charles*, another popular angling-resort, 4 M. long and 1/2 M. wide. Beyond Lorette the road to it crosses the *Bellevue Mt.* (view). *Lake St. Charles* is the source of Quebec's water-supply.

34. From Quebec to Lake St. John and Chicoutimi.

CANADIAN NATIONAL RAILWAYS (Canadian Northern Division) to (176 M.) *Chambord* in 8 1/4-8 1/2 hrs., thence to (12 M.) *Roberval* (35 min.; through-fare \$6.50), and (80 M.) *St. FÉLIX* (1 1/2-2 hrs.; through-fare \$7.10) or to (51 M.) *Chicoutimi* (2 1/2-2 3/4 hrs.; through-fare \$7.85.) The direct through-trains from Quebec to (227 M.) *Chicoutimi* take 11 1/4 hrs. Luncheon is served at *Lake Edward* (p. 174).

This route, crossing the *Laurentian Mts.* (see below), which form the south-eastern rim of the Laurentian Plateau (p. xxxviii), traverses one of the wildest and least-trodden districts yet reached by railway, and may be combined with the Saguenay trip (R. 36). In this case the traveller is recommended to proceed to Roberval, pass one or more nights there, and then go on to Chicoutimi, where he joins the Saguenay steamer (p. 178). As the train to Roberval starts in the morning, while the steamer descends the Saguenay by day, the traveller will thus see all the scenery by daylight. The main objections to this round trip are the uncomfortably early hour at which the steamer usually leaves Chicoutimi (comp. p. 178) and the occasional difficulty (especially in Aug.) of obtaining staterooms. The fare for this 'round trip' is \$10, meals and berth on steamer extra. It is hardly advisable to make the round trip in the opposite direction, as the steamer ascending the Saguenay passes the finest scenery by night. — For the fishing at Roberval and other points on this railway route, see p. 175.

Quebec (Parent Square Station), see p. 154. The train crosses the *St. Charles* by an iron bridge (retrospect of the city) to (1½ M.) *Limoilou* (see p. 169).

Our line begins almost at once to mount the slopes of the *Laurentian* or *Laurentide Mts.* (average height ca. 1600 ft.; see above). The hills at first are seen mainly to the right. — 3 M. *Charlesbourg* is a prosperous village (pop. 2000), surrounded by orchards, with a pretty cascade of the *St. Charles* and the 'Chateau d'Eau' which supplies the water for *Quebec*. It commands a fine view and contains the summer-homes of many *Quebeckers*. 6 M. *Charlesbourg West*.

About 2 M. to the E. of *Charlesbourg* are the scanty ruins of *Château Bigot* or the *Hermitage*, a country-seat of the Intendant *Bigot* (p. 166). The ruin itself is not of impressive size, and it is a château through grace of the popular fancy rather than through any right of its own' (*Howells*). The romantic and probably baseless legend of the Indian maiden *Caroline*, who is said to have been murdered here, *Rosamond*-like, by the jealous *Mme. Pean*, another favourite of *Bigot*, is given at length in 'The Golden Dog', by *W. Kirby*. See also 'L'Intendant *Bigot*', a French romance by *Joseph Marmette*. Researches made in 1897 seem to indicate that this château really belonged to *Bigot's* predecessor, Intendant *Begon*, to whom the ground was ceded by the *Jesuits* in 1716.

9 M. *Loretteville* (*Indian* or *Jeune Lorette*; 450 ft.; *Audet*, \$ 2), a pretty little village, occupied by about 500 Christianized survivors of the ancient *Hurons*, so crossed, however, by intermarriage with the French Canadians that there is probably not a single full-blooded Indian in the village. Comp. *Howells's* 'A Chance Acquaintance' (chap. xiii).

A visit to *Indian Lorette*, to which the *Hurons* were removed in 1697, is one of the favourite short excursions from *Quebec* (comp. p. 171). The *Indians* live by hunting and trapping, by acting as guides for sportsmen, and by making bead-work, baskets, snow-shoes, moccasins, and toboggans. Visitors are usually welcome at the houses of the Head Chief and his colleagues. French is the language of the village, though a few of the *Indians* also speak English. The Church, a reproduction of the *Santa Casa* of *Lorette*, was erected about the middle of the 18th cent. and contains a copy of the *Lorette* figure of the *Virgin*. — The *St. Charles River* flows past the village, forming the romantic 'Falls of *Lorette*' (ca. 100 ft.), a good view of which is obtained from the road. A steep and rough path also descends to the brink of the lower part of the cataract. — The river separates *Lorette* from the thriving French village of *St. Ambroise*, with 1500 inhab. and a large church. — Both villages afford good *Views of *Quebec*.

17 M. *Valcartier*, largely settled by English military men, with about a score of Waterloo veterans in its graveyard. About 4 M. farther on we cross the *Jacques Cartier River* (p. 148; *View, best to the right). Snow-breaks are seen here and at intervals farther on. We traverse a district overgrown by scrubby forest. 21 M. *St. Catherine's* (Lakeview Ho., \$3). — 23 M. **Lake St. Joseph** (*White's*, \$3½; *Lake St. Joseph, Demers's*, \$3; *Sawary's*, \$2¾). The lake, of which we cross the outlet, is 8 M. long and lies to the right. It is navigated by a small steamer and affords boating, bathing, and fishing for black bass, trout, and lake-trout (*tuladi*). Regattas are held here in summer, and a delightful canoe or boat trip may be made up the *Rivière aux Pins*. The Lake St. Joseph Hotel is reached by a spur-line, with a private station. — Farther on we skirt the pretty **Lake Sergent* (r.). — 30 M. *Bourg Louis*.

34 M. **St. Raymond** (460 ft.; *St. Raymond*, \$2½), a town of about 5000 inhab., prettily situated on the *Ste. Anne River* and surrounded by mountains, is another good angling-centre. It is the station for the *Tourilli Fish & Game Club*. The scenery of the N. branch of the *Ste. Anne*, known as the *Little Saguenay*, is wild and picturesque.

The district now traversed contains few settlements except the modest little houses of the various fishing-clubs, which have acquired the fishing-rights of the innumerable lakes and streams with which the country abounds. Shooting is also enjoyed here. — 57 M. *Rivière à Pierre* (740 ft.), a lumbering-settlement, is the junction for the line to Garneau (p. 150).

We cross the *Rivière à Pierre* on leaving the station of that name, and about 10 M. farther on we reach the beautiful brown **Batiscan**, the left bank of which we now follow for about 30 M. The opposite bank of the river often rises in vertical rocky cliffs, hundreds of feet high, while the water flows past in alternate stretches of turmoil and placidity. The railway follows its windings, often rounding abrupt curves. 69 M. *Laurentides*, with an angling-club; 76 M. *Miguick*. — From (79 M.) *Linton Junction* (Rail. Restaurant) a branch-line runs to (40 M.) *La Tuque* (p. 183). This line skirts the N. shore of *Lake Wayagamak*. — Beyond (85 M.) *Beaudet* we cross and leave the Batiscan. 93 M. *Stadacona*, with a lake and club-house (left); 101 M. *Pearl Lake*, another good angling-station; 107 M. *Triton Club*, with an attractive club-house.

Within 5 M. or so of this part of the railway is the W. boundary of the **Laurentides Park**, established by the Quebec Legislature in 1895 for objects similar to those aimed at in Algonquin Park (p. 149). Its area is 3271 sq. M. Admirable trout-fishing is afforded by the *Jacques Cartier Lake and River*; caribou abound in the famous hunting-ground known as the 'Great Barrens'; there are also many moose; and good partridge (ruffed grouse) shooting is obtained in the S. part of the Park. The license-fee for fishing in the Park is \$10, plus \$1½ per day (\$4 per day at Jacques Cartier Lake); the shooting-license is \$25, plus \$1½ per day (\$4 in the 'Barrens'), with the use of a comfortable shooting-lodge. One bull moose and two caribou are allowed for each gun. A charge of \$1

a day is made for the use of canoes and camp-equipments. Guides charge \$ $1\frac{1}{2}$ per day.

112 M. **Lake Edward** (1210 ft.; *Laurentides Ho.*, from \$ 4, \$ 7 incl. the use of guides and boats), or *Lac des Grandes Isles*, where the train halts for luncheon, is a large and fine body of water, 20 M. long and studded with countless islands. It is well stocked with fine trout, often 5 lbs. in weight. The fishing and shooting are in the hands of the owner of the hotel, who issues tickets for visitors. Fishing is also obtained in the *Rivière aux Rats*, the *Jeanette* (the lake's outlet), etc. Guides and camping-outfits may be obtained at the hotel. Small steamers ply on Lake Edward.

About 13 M. beyond Lake Edward the railway reaches its highest point (1500 ft. above the St. Lawrence) and begins to descend towards Lake St. John. — At (134 M.) *Kiskisink* (1320 ft.), a fine lake, 9 M. long, lies to the right. Close to the line is the club-house of the *Kiskisink Fish & Game Club*, which issues fishing permits. — 150 M. *Commissioner's Lake*. The small but picturesque lake to the left is *Lac Gros Visons*. — 160 M. *Lake Bouchette* (1075 ft.), also to the left, is connected, on the W., with the *Lac des Commissaires*, and both waters are leased by clubs of Connecticut and New Jersey anglers. — 163 M. *Dablon* and (164 M.) *Bilodeau* are frequented by anglers (open to the public; guide practically necessary). Lake St. John (see below) now comes in sight on the left front.

At (176 M.) **Chambord**, near the S. bank of Lake St. John, the railway to *Chicoutimi* (see p. 176) diverges to the right from our line which skirts the S.W. shore of Lake St. John, affording fine views to the right. At (183 M.) *Val Jalbert* we cross the *Ouiatchouan* and obtain a good view of its falls, about 1 M. to the left (see p. 175). — About 5 M. farther on we cross the rapid *Ouiatchouaniche*, or *Little Ouiatchouan*, and reach —

188 M. **Roberval** (350 ft.; *Château Roberval*, \$ 3; *Brassard*, \$ $2\frac{1}{2}$), a prosperous lumbering-settlement, with about 1800 inhab. and several saw-mills. The most conspicuous building is the grey stone *Nunnery*. The market of bilberries ('bluets') is important.

Lake St. John (314 ft.; Hotels at Roberval, see above, and at *Metabetchouan*, p. 176), the *Pikouagami* or 'Flat Lake' of the Indians, is an almost circular sheet of water, with a diameter of about 25 M. (350 sq. M.). Its level varies considerably according to season (341-314 ft.). It is surrounded by low wooded hills and well stocked with fish, including the ouananiche (see p. 175), pike, doré, and trout. A number of rivers flow into the lake, the largest of which are the *Peribonka* (280 M. long), the *Mistassini* (185 M.), and the *Ashwappmuchuan* (165 M.). It empties at its E. end by the *Grand Discharge* or *Décharge du Lac St. Jean* (p. 175), forming the upper waters of the Saguenay. The Lake St. John Valley, now containing over 60,000 inhab., possesses a fertile clay soil, which produces good crops of wheat, oats, and potatoes, and raises considerable quantities



of livestock. The valley is one of the leading districts in Quebec for cheese and butter. The climate is said to be not more severe than that of Montreal (comp. p. 135), and the snow-fall is rather less. The settlers are almost wholly French Canadians.

Fishing in Lake St. John and its tributary rivers. The chief sport is afforded by the *Ouananiche* (wah-na-nish; comp. p. lvi), a kind of freshwater salmon peculiar to this district, which ranks with trout and salmon in its gamy qualities. The usual weight is 2-4 lbs., and fish above 5-6 lbs. are rare, though they are sometimes caught weighing as much as 8 lbs. In May and June the *Ouananiche* may be caught in the lake, especially near Roberval and at the mouth of the *Metabetchouan* (p. 174); later, the scene of the sport is at the *Grand Décharge* (see below) and up the rivers *Ashwapimuchuan*, *Mistassini*, and *Peribonka*. See 'The *Ouananiche* and its Canadian Environment', by E. T. D. Chambers. Fishing and camping outfits, including canoes, provisions, and two guides, may be obtained for \$7 a day for each person. Guides receive about \$14-14½ per day (incl. use of canoe) and 75 c. for their board. Fishing and shooting excursions up the *Mistassini*, etc., are often made in this way.

The E. end of Lake St. John is thickly sprinkled with the 'Thousand Islands of the Saguenay'. On the N. side of the *Island of Alma* is the *Grand Décharge*, while on its S. side, about 3 M. distant, is the *Little Décharge* (*Petite Décharge*). The two unite, forming the *River Saguenay* (p. 180), at the E. end of the island, which is 9 M. long. The *Grand Décharge* is now usually reached by road from (11 M.) *St. Gédéon* (p. 173), or by road to (8 M.) the *Little Décharge* and thence by canoe.

An excursion by road should be made from Roberval to the 'Ouatichouan Falls' (comp. p. 174), which are about 280 ft. high and very picturesque. The roads in the district are not good, and the universal vehicle is the buckboard ('planche'). Walkers may follow the railway, which is well ballasted, to (7½ M.) *Val Jolbert* (p. 174) and there take to the road. A path leaving the road to the right, just beyond the bridge over the *Ouatichouan* ('Weéitchouan'), leads through wood to (1 M.) the foot of the falls.

Among other points to which excursions are sometimes made from Roberval are the stations of the 'Eastern Extension' of the railway (from *Chambord* to *Chicoutimi*; see p. 173) and the Trappist settlement on the *Mistassini*, 20 M. from its mouth.

Beyond Roberval the railway continues to skirt the S. shore of the lake. 193 M. *Pointe Bleue*, with an interesting Indian reservation, inhabited by about 500 *Montagnais* (p. 1), who make their living mainly as guides, trappers, and canoe-men. They are very dark in colour and of much purer blood than the *Lorette* Indians (p. 172). There are a Roman Catholic church and mission-house, an Episcopal church, and a store of the Hudson's Bay Co., with a stock of furs. — 198 M. *St. Prime*, a prosperous farming settlement.

206 M. *St. Félicien* (hotels), a small industrial place, with 2000 inhabitants.

FROM THE ISLAND HOUSE TO CHICOUTIMI BY RIVER. This trip (ca. 45 M.) which is performed in one long day, with an early start, is recommended to travellers who can stand a little fatigue and are not too nervous for the shooting of the rapids. Ladies often make the descent. There are 8 or 9 portages, from 100 yds. to ¾ M. long. Each traveller requires a canoe with two guides, the charge for which, including allowances for the guides' board and their return-journey, is about \$10-12. To this the traveller's own board has to be added, and the last 10-12 M., from the *Grand Remou* to *Ste. Anne de Saguenay* (p. 176; ferry thence), are generally accomplished by carriage (ca. \$2), so that the expenses of the trip may be put at about \$15-17. The scenery all along is striking and picturesque, while the 'running the rapids', which the dexterity of the canoe-men renders practically

safe, is a novel and exciting element of interest. It is not necessary to take provisions, as inns are reached at convenient intervals.

FROM CHAMBORD TO CHICOUTIMI, 51 M., in $2\frac{1}{2}$ - $2\frac{3}{4}$ hrs. — The Chicoutimi line from Chambord runs towards the E., at first skirting the S. shore of Lake St. John (left). About 5 M. from Chambord we cross the *Metabetchouan*, the chief S. affluent of Lake St. John (90 M. long), which forms a series of fine falls a few miles higher up. Upon the E. bank lies an old fort of the Hudson's Bay Co.

10 M. *Metabetchouan* (*St. Jerome*, \$ 3; *Metabetchouan*, \$ 2), at the mouth of the *Kooshpiganishe*, carries on a brisk trade in lumber, cheese, and butter (pop. 2000). It is the best starting-point for the N. end of Laurentides Park (p. 173). Visitors drive to (15 M.) *Lac de la Belle Rivière*, whence they go on by canoe to (6 M.) *Rivière aux Ecorces*, famous for its trout. — Beyond Metabetchouan the line traverses a farming-district, still showing here and there traces of the dreadful forest-fire of 1870. — Near (15 M.) *St. Gédéon* (Durse, \$ $1\frac{1}{2}$) we cross the wide *Belle Rivière*, beyond which we leave the lake and turn to the right. — 22 M. *Hébertville Station*, about 4 M. from the thriving village of that name. Beyond this point we thread the narrow and picturesque *Dorval Pass*, about 1 M. long. To the S. of this part of the line lies *Lake Kenogami* (p. 182; not visible).

At (41 M.) *Jonquière* (*Jonquière*, \$ $2\frac{1}{2}$), with 4000 inhab. and a considerable lumber-trade, we cross the *Rivière aux Sables*. 46 M. *Ha Ha Junction* for a short line to *Bagotville*. Beyond this point we obtain a splendid *View of the *Saguenay*, running about 300 ft. below us to the left. On the high bank of the N. shore lies the pretty village of *Ste. Anne de Saguenay* (p. 182). The line now descends rapidly (maximum grade 1:66) and, on entering the town, crosses the *Chicoutimi River* (p. 182), with its falls, by a bridge 60 ft. high. 51 M. *Chicoutimi*, see p. 181.

35. From Quebec to Murray Bay by Railway.

Comp. Map at p. 175.

88 M. CANADIAN NATIONAL RAILWAYS (Canadian Government Division) in 4 hrs. (fare \$ 15.30).

From Quebec to (25 M.) *St. Joachim*, see pp. 169-171. Beyond St. Joachim the railway continues to follow the N. bank of the St. Lawrence. — From (30 M.) *Cap Tourmente* the cape of that name (see p. 178), commanding a fine *View, may be visited. — 41 M. *Sault au Cochon* (p. 178); 49 M. *Petite Rivière*. — 60 M. *Baie St. Paul* (Windsor Hotel, \$ $2\frac{1}{2}$; several boarding-houses), near the bay of that name (see p. 178), on the *Gouffre*, is a small industrial town of 1860 inhab. and a summer-resort, with good fishing and hunting.

68 M. *Les Eboulements* (Bellevue, \$ 3), a quaint little village (pop. 2138), clustered round the handsome church of Notre Dame, nearly opposite the E. end of the *Isle aux Coudres* and about 1000 ft. above the river (comp. p. 179). Over it towers *Mt. Eboulement* (2550 ft.).

This part of the N. shore of the St. Lawrence has been frequently visited by seismic disturbances of considerable violence, and traces may still be observed here of the landslides of 1693, a year of many earthquakes and strange meteorological phenomena. The old village of Les Eboulements stood on the shore, about 2 M. to the E. of the quay; but the river made such encroachments on it that it was removed to its present picturesque but windy site about 85 years ago. This fact has already given rise to a romantic legend about a submerged town and church, sometimes visible beneath the St. Lawrence.

75 M. *Cap aux Oies*. — 80 M. *St. Irénée* (Charlevoix, from \$ 2½; several boarding-houses; see p. 94), a small and picturesque watering-place with 1290 inhab., is the summer-home of various Montrealers and Quebecers. — 86 M. *Pointe à Pic* (comp. below).

88 M. *Murray Bay* or *La Malbaie* (**Manoir Richelieu*, a large house, with swimming and other baths, from \$ 7; *Château Murray*, \$ 3½-5; *Lorne Ho.*, \$ 4; numerous boarding-houses) is the chief watering-place on the N. shore of the St. Lawrence and one of the most frequented summer-resorts in Canada. William H. Taft, ex-President of the United States, has a summer-cottage here. The town proper, with 4800 inhab., lies at the head of the bay, on the *Murray River*; but the summer-visitors congregate at *Pointe à Pic* (see above) and *Cap à l'Aigle* (Les Saules, \$ 3½; see p. 179), the two horns of the bay, each about 3 M. from the town. Board may be obtained in the farm-houses (bargaining advisable). — A steam-ferry plies from Murray Bay to *Rivière Ouelle* (see p. 94).

The bay was explored in 1666 by Champlain, who named it *La Malle Baie*, on account of 'the tide that runs there marvellously'. On the British conquest of Canada the district was granted to two Scottish officers, who quickly peopled it with Highland families. The descendants of these Scots, however, became thoroughly French in language and customs and are hardly to be distinguished from the other inhabitants of Lower Canada. The names of Fraser, Blackburn, Warren, and MacDougal are still common among descendants who speak nothing but French. Several American prisoners-of-war were confined here in 1776. — See 'A Canadian Manor and its Seignior', by G. M. Wrong.

The attractions of Murray Bay include wild and fine scenery, fair boating, bathing (rather cold), golf, bracing air, and excellent fishing. The best is enjoyed mainly in the Murray River and in some small lakes (*Gravelle*, *Comporté*, *Morin*, etc.) within easy reach. Among the chief points for walks or for drives in a 'calèche' (see p. 154) are the *Lower Fraser Falls* and the *Chute Desbiens*, each about 5 M. off, and the curious *Trou*, 4 M. farther. The **Upper Fraser Falls*, 3 M. from the Lower Falls, and reached by a different road, deserve a visit. The *Petit* and the *Grand Ruisseau* are reached either by the Quebec road or by boat. The district abounds in points of geological interest, including the regularly-shaped mounds of stratified sand and clay due to the action of land-slides. The country a few miles back from the river is an almost unexplored wilderness of rugged hill and forest, into which the enthusiastic tourist or sportsman may penetrate with Indian guides and camping-outfit. Caribou and bear are among the possibilities of the chase. — A railway ascends from Murray Bay along the S. bank of the Murray River to (9 M.) *Ste. Agnes* (1412 inhab.).

Steamer to Quebec or Chicoutimi, see R. 36.

36. From Quebec to Chicoutimi. The Saguenay.

Comp. Map at p. 175.

213 M. STEAMER of the CANADA STEAMSHIP LINES LTD. daily in summer in 22-24 hrs., leaving at 8 a. m., on the arrival of the Montreal steamer (R. 30c), and reaching *Chicoutimi* early next morning at an hour varying with the tide (fare \$5, return fare \$8; stateroom and meals extra). On the return-journey the steamer leaves *Chicoutimi* between midnight and 6 a. m., about 1 hr. after high-water. — There are also EXPRESS STEAMERS leaving *Quebec* at 6.30 a. m. (Mon. at 7 p. m.) and reaching *Ha Ha Bay* at 10.30 p. m. Returning next morning, the steamer reaches *Quebec* at 10.30 p. m. (Mon. at 9 a. m.).

The scenery of the Saguenay is very imposing, and no travellers of leisure should miss this trip. They may, however, combine with it a visit to *Lake St. John*, in the manner indicated in R. 34. Warm wraps should be at hand, as the Saguenay can be cold even at midsummer. On the following route the steamer stops regularly only at *Baie St. Paul*, *Les Eboulements*, *St. Irénée*, *Murray Bay*, *Cap à l'Aigle*, *St. Siméon*, *Tadoussac*, *L'Anse St. Jean*, and *Ha Ha Bay*.

Quebec, see p. 154. As the steamer leaves, we enjoy a splendid retrospect of the city, while the fort-crowned heights of *Lévis* (p. 167) rise to the right. To the left lies the *Beauport Shore* (p. 169), with its long line of white houses. A good distant view of the *Montmorency Falls* (p. 170) is obtained on the same side, before the steamer enters the *South Channel*, between the *Isle of Orleans* (p. 168) on the left and the mainland (S. shore of the St. Lawrence) on the right. On the former, above which peer the *Ste. Anne Mts.* (p. 171), are seen the villages of *St. Laurent*, *St. Jean*, and *St. François* (p. 95); on the latter lie *Beaumont* (with its two forts, comp. p. 159), *St. Michel de Bellechasse* (with a church containing pictures ascribed to masters of the first rank), *St. Valier* (p. 95), and *Berthier*. As we clear the end of the *Isle of Orleans*, about 30 M. from *Quebec*, *Cap Tourmente* (p. 176) comes into sight on the left, raising its huge bulk, crowned by a small chapel, about 1960 ft. into the air. The course of the steamer now lies near the N. shore, which is lined by the black forms of the *Laurentide Mts.* (p. 172), here abutting closely on the river. Among the most prominent points are *Cap Rouge*, *Cap Gribauve* (2170 ft.), *Sault au Cochon* (p. 176), and *Cap Maillard*. Between us and the S. bank lie a number of islands, the largest of which are *Reaux Island*, *Grosse Isle* (quarantine-station), and the twin *Isle aux Grues*, or *Crane Island*, and *Goose Island*, which are together 12 M. long, and are frequented in spring and autumn by wild geese and other water-fowl.

44 M. (1.) *St. François Xavier*, at the mouth of the *Bouchard*, 31½ M. below *Cape Maillard*, is the only village on the inhospitable N. shore for nearly 30 M. The river is here about 13 M. wide, and the S. shore is hardly visible from the steamer.

63 M. (1.) *Baie St. Paul* (with the town of that name, see p. 176), opening out beyond *Cap Labaie*, receives the waters of two small

rivers, the *Moulin* and the *Gouffre*. The E. arm of the bay is formed by *Cap Corbeau*.

To the right, opposite Baie St. Paul, lies the *Isle aux Coudres* ('Hazel Island'), so named by Cartier in 1535, with some iron mines. It is about 6 M. long and $2\frac{1}{2}$ M. wide and contains 980 inhab., who are said to be, perhaps, more purely 17th century French than any other group of Canadians. The island has belonged to the Seminary of Quebec (p. 152) since 1687. In 1759 it was occupied by Wolfe.

68 M. (1.) *Les Éboulements* (see p. 176). — Near (80 M.; 1.) *St. Irénée* (see p. 177) the St. Lawrence is frequented by white whales (*Beluga Borealis*, often misnamed white porpoises), which attain a length of 15-20 ft. Their skin makes a very valuable leather, while 50-100 gallons of oil is procured from an ordinary carcass. Halibut, sturgeon, salmon, and smaller fish abound. — 85 M. (1.) *Pointe à Pic* is the landing-place for *Murray Bay* (see p. 177).

88½ M. *Cap à l'Aigle* (comp. p. 177). The steamer now steers for (105 M.) *St. Siméon* (Nine Lakes, \$31, a quaint village (pop. 900) with good trout-fishing in the neighbourhood. On the right are *Hare Island*, the *Brandy Pots*, and *White Island*. Near the mouth of the Saguenay we pass near *Red Island* (r.), with its lighthouse and lightship.

144 M. Tadoussac (*Tadoussac Hotel*, from \$5; boarding-houses), a village of about 600 inhab., picture-quely situated just below the confluence of the St. Lawrence and the Saguenay (see p. 180), and now frequented as a summer-resort, is of special interest as the oldest continuously occupied European settlement in Canada (see below). The Bay of Tadoussac, opening towards the St. Lawrence, affords a safe and commodious little harbour, but the steamboat-wharf is in the *Anse à l'Eau*, a small creek in the Saguenay, opening to the S.W. and separated from the bay by a small and rocky peninsula. On the opposite (S.) side of the Saguenay rises *Pointe Noire* (400 ft.).

Tadoussac derives its name ('nipple') from the 'mamelons' or rounded hills by which it is enclosed. The bathing here is good, though cold, and boating is much in vogue in the sheltered bay on the St. Lawrence. Good fishing is to be had in numerous small lakes, 3-6 M. inland, and sea-trout are caught in the Saguenay. The golf-links are pleasant.

Tadoussac was visited in 1535 by Jacques Cartier, who heard strange stories of the Saguenay from the Indians he found fishing here. A trading-post was established here in 1599 by Pontgravé and Chauvin, and Champlain visited it in their company in 1602. For scores of years to come this was the chief meeting-place and market of the French fur-traders and the Indians. The Basque, Norman, and Breton mariners, who had long frequented the Banks of Newfoundland (p. 106), also found their way to Tadoussac in pursuit of whales. In 1628 the little settlement was occupied by Sir David Kirke, and it was thence he sent his brothers to capture Quebec (p. 156). In 1661 the garrison was massacred by the Iroquois, and in 1690 three French frigates found refuge here from Sir William Phips (p. 156). Later it became a post of the Hudson's Bay Co. Tadoussac also plays a

prominent part in the story of the early efforts of the French missionaries, the first mission being established here in 1615 by the Récollet Father Dolbeau. The Jesuits had charge of it from 1641 to 1782.

The most interesting spot in Tadoussac is, for most visitors, the quaint little "Chapel of the Jesuit Mission," which was built in 1747-50 on the site of a more ancient church and still preserves the primitiveness of its original aspect. It contains some interesting relics and also the tomb of *Father de la Brosse*, the last Jesuit missionary, of whose death a picturesque legend is current. The bell is that of the original chapel and has seen over three centuries of service. Close to the chapel, which overlooks the Bay of Tadoussac, is the large *Tadoussac Hotel* (p. 179). The villa which Lord Dufferin built for himself in 1873 also faces the bay. Adjoining the *Anse à l'Eau* is a *Government Piscicultural Station*, with a pool in which numbers of large salmon, kept here for breeding purposes, may be seen. — Opposite Tadoussac is the small settlement of *St. Catharine's Bay*.

The ***Saguenay**, which the steamer now ascends, is one of the chief tributaries of the St. Lawrence and unquestionably one of the most remarkable rivers on the American continent. From the point where it takes the name Saguenay, as it issues from Lake St. John, it is about 110 M. long; but its real source is to be found about 300 M. farther up, in the headwaters of the large rivers flowing into that lake (p. 174). The area drained by the Saguenay covers about 35,900 sq. M. The lower part of the river, bordered by hills and precipices of sombre and impressive grandeur, has been aptly described as 'a tremendous chasm cleft in a nearly straight line for some sixty miles'. Its breadth varies from $1\frac{1}{2}$ M. to $2\frac{1}{2}$ M.; its depth is immense, its bottom being at least 600 ft. below that of the St. Lawrence at their confluence. The striated cliffs of gneiss and syenite are but scantily relieved by vegetation, but behind them stretches unbroken forest. Save for an occasional white whale (p. 179) no animal life is visible. The scenery is grand but sombre.

'To speak strictly, the Saguenay is not a river at all but a true fjord, consisting of the deeply-eroded bed of a glacier into which the sea penetrated on the melting of the ice. This glacier was formed originally in a much shallower river-valley, apparently located on an ancient 'fault' or line of weakness in the Archaean rock. The trough of the Saguenay is thus of the same origin as the very similar troughs in N. Labrador, Baffin Land, Greenland, and Norway' (*Reginald Daly*).

On the trip from Quebec the steamer usually reaches Tadoussac after dark and ascends the Saguenay by night. The places mentioned below are accordingly seen by day on the return-trip.

For the first few miles after we leave Tadoussac the cliffs on either side are 600-1100 ft. high.

148 M. (r.; 4 M. from Tadoussac) *Pointe La Boule* (600 ft.).

153 M. (l.) *St. Etienne Bay*, with *Pointe Brise-Culottes* at its N. arm, beyond which the river bends to the left (W.).

156 M. (r.) Mouth of the *Ste. Marguerite*, the chief tributary of the Saguenay proper and famous for its salmon-fishing.

157 M. (l.) *St. Louis Isle*, a tree-covered mass of granite. The river is here 1200 ft. deep. To the right, just above, is a group of islets at the mouth of the *Rivière à Rouge* or *Atocas*.

160 M. (l.) Mouth of the *Little Saguenay River*.

163 M. (1.) *St. John's Bay* (*Anse St. Jean*), with the mouth of the *St. John River*, a hamlet, and a small waterfall.

168 M. (1.) ****Cape Eternity** (1700 ft.) and (169 M.; 1.) ****Cape Trinity** (1500 ft.), with the deep and narrow *Eternity Bay* between them, form the culmination of the sublime scenery of the Saguenay. The former of the two huge masses of rock slopes gently backward from the stream and is densely clothed with pines, but Cape Trinity rises perfectly sheer from the black water, a naked wall of granite. Its name is derived from the three steps in which it climbs from the river. On the first ledge is a wooden statue of the Virgin.

The steamer runs close to the precipice, the steam-whistle is blown to show the marvellous echo, and passengers try their strength in throwing stones at the apparently easily-reached wall.

170 M. (1.) *La Niche*, or *Statue Point*, with the huge arch of a cave (ca. 1000 feet above the water), once closed by a gigantic rock pillar.

174 M. (r.) *Trinity Bay*.

176 M. (1.) *Le Tableau*, a cliff 900 ft. high, presenting to the river an immense smooth front.

181 M. (r.) *Descente des Femmes*, a cove said to owe its name to the story that a party of Indian squaws managed to reach the river through this ravine and so procured help for their husbands, who were starving in the back-country.

185 M. (r.) *Cape East*. The river here is about 2 M. wide, and at ordinary spring-tides the water rises 18 ft.

Opposite Cape East opens *Ha Ha Bay*, 7 M. long and 1-2½ M. wide. The steamer usually ascends this bay, either in going or coming, to (193 M.) *St. Alphonse* (Commercial, \$ 2½), in the N.W. angle of the bay, near the mouth of the *Wabouchagama*.

If time allows, visitors may drive from *St. Alphonse* round the head of the bay, crossing the *River Mars* (salmon), to (3 M.) *St. Alexis*, with its busy lumber-trade. — *Chicoutimi* (see below) is 12 M. from *St. Alphonse*.

The steamer now returns to the Saguenay and steers to the left round *Cape West*, opposite Cape East.

203 M. (r.) *High Point*. — 206 M. (r.) *Pointe Roches*.

210 M. (r.) Mouth of the *River Orignal*. Beyond this there are farms and houses on both sides, and the river narrows to ½ M.

212 M. (r.) *Cap St. François*, just below the *Anse aux Foins*.

213 M. (1.) **Chicoutimi** (*La Bonne Ménagère*, *Chicoutimi*, from \$ 4; *Bellerue*, from \$ 2½), a busy little lumbering and pulp-making town of 7000 inhab., is picturesquely situated on the S. (right) bank of the Saguenay, at the head of navigation and the mouth of the *Chicoutimi River*. The name means 'deep water'. Among the most prominent features of the town are the large and high-lying *Roman Catholic Cathedral*, *Bishop's Palace*, *Church of the Eudist Fathers*, *College*, *Sailors' Hospital*, and *Convents*. A fine monument, in front of the hospital, commemorates *William Price* (d. 1881), known as the 'King of the Saguenay', who once owned huge lumber-mills in

the town. The *Chicoutimi Pulp Mills* turn out huge quantities of pulp annually, all of which is shipped to Europe. Near the railway-bridge (p. 176) is a *Chapel*, erected in 1893 upon the site of an older building of 1727 and of the original little Jesuit chapel planted there for the Indians in 1670.

Railway from Chicoutimi to *Chambord* (for Roberval and St. Félicien or Quebec), see R. 35. — Chicoutimi may also be reached from *Lake St. John* by descending the Saguenay by canoe, see p. 175.

The *Chicoutimi River* rises far to the S., near *Lake Jacques Cartier*, and flows to the N. to *Lake Kenogami* (15 M. long and 1 M. wide). Thence it descends nearly 500 ft. in its course of 18 M. to the Saguenay, forming a picturesque **Waterfall*, 45 ft. high, just above the town of Chicoutimi (comp. p. 176). It affords good trout and salmon fishing.

On the high bank of the Saguenay, opposite Chicoutimi, lies the small village of *Ste. Anne*.

37. From Quebec to Harrington Harbour.

597 M. STEAMERS of the CANADA STEAMSHIP LINES, Ltd., leave Quebec about once a fortnight, from June to Oct., for points on the N. shore of the River and Gulf of St. Lawrence as far as *Harrington Harbour* (fare \$ 20, return ticket \$ 35, incl. berth and meals). The round trip takes 9-10 days and may be recommended to those who desire a glimpse of the primitive life of fishermen and fur-hunters in Lower Canada.

From Quebec to the *Saguenay*, see pp. 173-180. The first stop is made at (215 M.) *Goodbont*. 231 M. *Trinity*; 241 M. *Egg Island* (comp. below), on which Admiral Walker's fleet was wrecked in 1711 (see p. 156); 250 M. *Pentecost*; 265 M. *May Island*. 291 M. *Clark City*, the landing-place for a thriving village of that name, 9 M. distant, where there is a pulp-mill of the International Paper Co. — 293 M. *Seven Islands* is the principal town (600 inhab.) in Canadian Labrador. It is the seat of a Roman Catholic bishop and of a Hudson's Bay Co. post. The Indian quarter, on the left, is worth a visit. The *Seven Islands*, wooded to the water's edge, are the most picturesque group of islands on the 'North Shore' to the W. of Harrington and are celebrated in a ballad of Whittier.

From (308 M.) *Moisie*, which is famed for its salmon fishing, the *Notre Dame Mts.* on the Gaspé Peninsula (p. 89), 60 M. distant, may be descried on a clear day. 341 M. *Sandy River*. In the distance, to the right, the grim point of *Anticosti Island* (p. 3) comes into view. 352 M. *Sheldrake*; 356 M. *Thunder River*; 368 M. *Magpie*; 373 M. *St. John River*; 382 M. *Long Point*.

386 M. *Mingan*, a Hudson's Bay Co. post, was the headquarters of François Bissot, who obtained the seigniorship of Egg Island (see above) in 1661. Bissot's son-in-law, Joliet, the explorer of the Mississippi, held a grant of the *Mingan Islands* (opposite) and Anticosti, and was taken prisoner here by Sir William Phips in 1691. The numerous streams in this region afford excellent salmon fishing. 401 M. *Eskimo Point*, a straggling village, was the *Port Brest* of Cartier. — 477 M. *Natashkwan*, at the mouth of the river of that name.

597 M. **Harrington Harbour**, situated on an island, is the seat of a hospital of the Royal National Mission to Deep Sea Fishermen (p. 126). The government telegraph line (telephone connection at Harrington Harbour), which follows the coast thus far, is continued to *Château*, on the Straits of Belle Isle (p. 119).

Between Harrington Harbour and *Bonne Espérance* (p. 126) there is no regular communication, but the venturesome traveler may make the trip in a small boat. The *Moulin à Vent*, a safe inside passage among the islands, is the most picturesque part of the 'North Shore', and there is excellent fishing. At Bonne Espérance connection is made with steamers of the *Red Newfoundland Co.* for Newfoundland and also *North Sydney* (p. 68).

38. From Quebec to Cochrane.

574 M. **CANADIAN NATIONAL RAILWAYS** (Canadian Government Division) in 24th hrs. fare \$19.90; sleeper and dinner-cart. This is part of a through route from Quebec to Winnipeg, 1371 M.; comp. R.R. 58. 50c. For the greater part of its course the railway traverses a wilderness, with only occasional beginnings of settlements.

Quebec, see p. 154. The line starts from *Palais Station* (p. 166) and ascends the St. Lawrence. 3 M. *Caporua*. At (9 M.) *Cap Rouge* (comp. p. 173), at the W. end of the line **Quebec Bridge* (p. 96), it joins the main line of the N.T.R. from Moncton (R. 24b). — About 21½ M. farther on we cross the *Cap Rouge River* and valley on a steel viaduct 3335 ft. long and 172 ft. above the level of the river. Most of the following stations are also on the Canadian Northern Division of the C.N.R. (R. 30d). 46 M. *St. Augustin* (216 ft.); 24 M. *Neuville* (238 ft.). At (74 M.) *St. Basile* (205 ft.) we cross the C.P.R.; 47 M. *St. Marc* (144 ft.); 51 M. *St. Cosimir* (126 ft.). At (60 M.) *St. Prosper Junction* (361 ft.) the line to Montreal (R. 30d) diverges to the left. Beyond (61 M.) *Uxald* the railway leaves the St. Lawrence and presently bends sharply towards the N. As far as (79 M.) *Herren Junction*, where we intersect the C.N.R. line from Rivière à Pierre (p. 173) to Garneau (p. 150), the country is well-settled. At (110 M.) *Brochet* we cross the *Brochet River* and recross it again four times in the next 11 M.

130 M. **La Tuque** (551 ft.; *Windsor*, \$4; pop. 3000), which lies at the head of steamboat-navigation on the *St. Maurice River* (p. 148), has saw and pulp mills, utilizing the water-power of the *La Tuque Falls*. It is a good centre for shooting and fishing (speckled trout, bass). La Tuque is connected by railway with *Linton Junction* (p. 173) and by steamer with *Grandes Piles* (p. 148). — At La Tuque we cross the St. Maurice River. 133 M. *Fitzpatrick* (507 ft.; Rail. Restaurant) is a divisional point. Near (148 M.) *Cressman* (728 ft.) the line crosses the *Vermillion River*, a tributary of the St. Maurice the valley of which contains much good farming land and an abundant growth of timber (pine, spruce, cedar, etc.). Farther on, at (152 M.) *Vermillion*, the railway bends to the N. to (161 M.) *Darey* (1033 ft.) where it makes a short turn to the S. to (167 M.) *Crespel* (972 ft.). The line now

keeps a little to the N. of W., continuing in that general direction for about 750 M. Beyond Crespel the *Flamand River* is crossed, another affluent of the St. Maurice, and at (191 M.) *Vandry* (1030 ft.) the main river itself.

Beyond (201 M.) *Weymont* (1154 ft.), where we again cross the St. Maurice, we leave the Laurentian country, with its rounded hills and numerous lakes, and for the next 100-150 M. traverse a rough district, most of which is unsuited to agriculture. Several unimportant stations. 252 M. *Parent* (1401 ft.: Rail. Restaurant), a divisional point on the *Gatineau River* (p. 189), not far from its headwaters. Between Parent and (354 M.) *Doucet* (1219 ft.: Rail. Restaurant), another divisional point, we cross the 'divide' or watershed near (299 M.) *Coquar* (1478 ft.). The streams to the right here flow to the N. into *James Bay* (comp. p. 267) as the S. extremity of *Hudson Bay* is called. The rough, barren country hitherto traversed gives way to a flat or slightly undulating plain, with some timber. — 381 M. *Megiskan* (1102 ft.), situated near the S. end of *Shabogama Lake* (~50 ft.) which is connected with *Lake Mattagami* (area 87 sq. M.) through the *Bell River*, named after the eminent Canadian geologist and geographer Dr. Robert Bell (d. 1917). — Farther on we enter the great clay belt which extends to the W. to within 50 M. of Lake Nipigon (p. 259) and comprises an area of over 15,000 sq. M., nearly all of which is believed to be fit for agriculture. It has been formed by the lacustrine deposits of the so-called 'Lake Ojibway', a post-glacial S. extension of James Bay. — 433 M. *Amos* (Commercial, \$ 2½; pop. 500), on the *Harricana River*, with large saw-mills.

Near (461 M.) *O'Brien* (1020 ft.: Rail. Restaurant), a divisional point, we intersect for a short distance the 'divide', which here projects abruptly towards the N. The construction of the railway for the next 100 M. was peculiarly difficult on account of the existence of a number of bad 'sink-holes'. Between (501 M.) *La Reine* and (511 M.) *Goodwin* (944 ft.) we leave Quebec and enter *Ontario* (p. 210), keeping to the N. of *Abitibi Lake* (830 ft.: area 356 sq. M.), near which moose is plentiful. At (567 M.) *Abitibi* (895 ft.) the *Black River*, a tributary of the *Abitibi River*, is crossed.

574 M. *Cochrane* (915 ft.; *Anderson*, \$ 2½; *King Edward*, R. from \$ 1½; Rail. Restaurant), substantially rebuilt after a fire in 1911, is a divisional point and the principal town on this portion of the railway (pop. 2000).

From Cochrane to *Sion's Lookout* and *Winnipeg*, see RR. 58, 59c; to *North Bay* and *Toronto*, see R. 51.

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39. From Montreal to Ottawa.

Comp. Map at p. 146.

a. By Canadian Pacific Railway Short Line.

111 M. RAILWAY in 3-3 $\frac{3}{4}$ hrs. (fare \$ 3 90; parlor-car 85 c.; sleeper \$2.75). This line affords the shortest and most direct route between Montreal and Ottawa and also forms part of the transcontinental through-route described in RR. 55, 59, 61, 63, & 66.

Montreal (Windsor St. Station), see p. 131. The train leaves the city by a high stone viaduct, whence it runs along the edge of a high embankment, affording a good retrospect of the city (left). At (5 M.) *Montreal West* (p. 47) the lines to St. John (R. 16) and to Boston (R. 3^e) diverge to the left. A little farther on we see *Lachine* (p. 220) and the line St. Lawrence Bridge of the C.P.R. (p. 47) to the left. 10 M. *Dorval*, a fashionable suburban district, with fine golf-links and a race-course. At (20 M.) *Ste. Anne de Bellevue* (p. 204) we leave the *Island of Montreal* by crossing one of the arms of the *Ottawa* and traverse the W. end of the isle of *Perrot* (p. 146). We soon cross another mouth of the river to (24 M.) *Vaudreuil* (Lalonde, \$ 3). The line to Toronto (RR. 44a and b) here diverges to the left. Our line turns to the N.W. and skirts the S. bank of the *Ottawa River*, which here forms the **Lake of Two Mountains* (p. 146, views to the right).

27 M. *Isle Cadieux*. 30 M. *Como* (p. 147) and (32 M.) *Hudson* (p. 147) are popular summer-resorts. On the opposite side of the lake (steam-ferry from Como), high up among the trees, is seen the white building of the Trappist convent of Oka (p. 146). — 36 M. *Choisy*.

40 M. *Rigaud* (Canada, Union, \$ 3) a village prettily situated at the base of a wooded hill surmounted by a gilt cross. About halfway up is a small sanctuary, covered with a gilt dome and approached by a 'Route de Calvaire'. The flat summit of the hill, known as the 'Devil's Garden', is strewn with curious rounded boulders (the débris of an ancient moraine). *Rigaud* is the junction for (7 M.) *Pointe Fortune* (Cottage, \$ 3), a summer-resort, nearly opposite *Carillon* (p. 147). — Our line now turns to the left (W.), quits the river, and enters *Ontario* (p. 210). 48 M. *St. Eugène*, a thriving French-Canadian place; 53 M. *Stardale*. — From (57 M.) *Vankleek*, the station for *Vankleek Hill* (see p. 189; autobus), an autobus runs N. to (ca. 7 M.) *Harkesbury* (p. 190). — 60 M. *McAlpin*.

65 M. *Caledonia Springs* (168 ft.; *Adanac Inn*, from \$ 3; *Carrière* \$ 2¹/₂), a resort frequented for its alkaline-saline springs ('Magi' waters), which are especially efficacious in gout, rheumatism, and affections of the digestive organs. There are good golf-links. — The railway runs hence for the most part through woodland, marred at places by forest-fires. — 70 M. *Alfred*; 74 M. *Plantagenet* (Yeon, King George, \$ 2¹/₂), with mineral springs; 80 M. *Pendleton*, 89 M. *Hummond* (see p. 189). 94 M. *Leonard*; 99 M. *Navan*; 105 M. *Blackburn*. — In approaching *Ottawa* the railway crosses the *Widau River* (p. 191) and then skirts the E. bank of the *Rideau Canal* (p. 191).

111 M. *Ottawa* (Central Station), see p. 190.

b. Viâ Calumet.

120 M. CANADIAN PACIFIC RAILWAY in 4³/₄-5 hrs. (fare \$ 3.85).

Montreal (Viger Place Station), see p. 131. The train runs through the E. part of the city past the suburban station of (1 M.) *Hochelaga* (p. 135) to (5 M.) *Mile End*, with limestone-quarries which have

largely supplied Montreal with building-material. It then passes the *Convent of the Sacred Heart* (on the hills to the right), crosses the 'Back River' (p. 145) at (10 M.) *Bordeaux* (75 ft.), and reaches (13 M.) *St. Martin Junction* 110 ft.), where the line to Quebec R. 30a diverges to the right. At (17 M.) *Ste. Rose* (Ste. Rose, \$3), a French village, frequented as a summer-resort, we cross the 'Rivière des Mille Îles', the northernmost branch of the Ottawa. The valley of the Ottawa, which we now follow, is occupied mainly by long narrow French farms (comp. p. 147). We cross numerous streams. — 20 M. *Ste. Thérèse* (120 ft.).

FROM STE. THERESE TO MONT LAURIER, 135 M., *Canadian Pacific Railway* in 6½ hrs. (fare \$4.80). This line runs to the N.W., penetrating the *Laurentian Mts.* (p. 172) and affording access to several favourite sporting resorts. — 7 M. *St. Janvier* (217 ft.). 12 M. *Montfort Junction* (262 ft.), for the C.N.R. branch-line to (46 M.) *Huberdeau* (Central \$2½) viâ (3 M.) *St. Jérôme* (see below), 12 M. *Shawbridge* (Glenbow, \$2½), (22 M.) *Morin Heights* (Maple Villa; Strathcona, \$2½), (27 M.) *Montfort* (Montfort Hotel, \$3), (35 M.) *Sixteen Island Lake* (Manor Ho., \$2½), 40 M. *Weir* (Round Lake Ho.), 41 M. *Batesville* (Batesville Ho., \$3), and (44 M.) *Arundel*, the junction for a short line to *St. Remi d'Amherst*, where Kaolin or china clay is worked. — 13 M. *St. Jérôme* (308 ft.; *Victoria*, \$3; *Bellevue*, *Château Grignon*, \$2½; *Rail. Restaurant*; see above), an industrial town (4765 inhab.) on the *Rivière du Nord*. — 34 M. *Ste. Marguerite* (900 ft.); 37 M. *Val Morin* (1013 ft.; *Pinehurst*, \$4), 44 M. *Ste. Agathe des Monts* (1194 ft.; *Castle*, \$3¼; *Vermont*, *Clifford*, \$3; *Rail. Restaurant*), a sporting centre (pop. 2500), situated on the *Lac des Sables*; 53 M. *Labarge Mill* (1345 ft.); 57 M. *St. Faustin* (1257 ft.; *Square Lake*, \$2½), 65 M. *St. Jovite* (700 ft.; *Gray Rocks Inn*, \$3), a sporting centre of growing reputation, 71 M. *Lac Mercier* (Mont Tremblant, \$2½); 80 M. *Labelle*; 93 M. *Annonciation* (816 ft.); 104 M. *Nomining* (835 ft.), on *Lake Nomining* (area 9 sq. M.); 115 M. *Hébert* (1078 ft.). — 138 M. *Mont Laurier* (793 ft.; *Central*, \$3), on the *Lièvre River* (p. 189).

From *Ste. Thérèse* branch-lines run also S. to (6 M.) *St. Eustache* (*St. Eustache*, \$3; p. 190), with duck-shooting facilities, and N. to (17 M.) *St. Lin* (*Victoria*, \$3), the birthplace of Sir Wilfrid Laurier (1841-1919; p. xxviii).

28 M. *St. Augustin*; 32 M. *Ste. Scholastique* (110 ft.); 37 M. *Ste. Hermas*. — 44 M. *Lachute* (229 ft.; *Rodrique*, \$2½; see p. 150), with mills and 2407 inhab., is the station for *St. Andrews* (p. 190). — 58 M. *Grenville* (210 ft.; 1383 inhab.), on the Ottawa, lies at the head of the *Long Sault*, *Chute au Blondeau*, and *Carillon Rapids*. Steamers freight service only, avoid the rapids by two short canals. The Ottawa is crossed here by the bridge of the C.N.R. (see pp. 190, 150). The *Carillon* and *Grenville Railway* runs to (13 M.) *Carillon* (p. 147).

The Ottawa at this part of its course is very deep and narrow, and its banks are steep. The Long Sault Pass is hallowed by the memory of the young *Daulac* or *Dollard*, *Sieur des Ormeaux*, and his sixteen comrades, who here laid down their lives to save *Ville Marie* (p. 135). The Iroquois had determined to drive the French into the sea, but the obstinate resistance offered by the gallant little body of Frenchmen in the small palisaded fort they erected on the S. bank of the river here, about halfway between *Grenville* and *Carillon*, daunted them so that they gave up the enterprise. About 800 Indians joined in the attack, and every one of the Frenchmen perished. Comp. the ballad by *Mr. George Murray*. — On the S. shore lies *Hawkesbury* (p. 190).

Beyond *Grenville* we follow pretty closely the N. bank of the Ottawa (views to left). The *Laurentian Hills* (p. 172) rise to the right. — 60 M. *Calumet* (*Rail. Restaurant*), at the confluence of the Ottawa and *River Rouge*. — 71 M. *Fassett* (*Central*, \$2); 75 M. *Monte-*

bello (Richer, \$ 2) contains the pretty tree-shaded château in which *Louis Joseph Papineau* (d. 1871), the leader, in Lower Canada, of the unsuccessful rebellion of 1837-8 (see p. 209), lived after his return from banishment. Most of the reforms for which he fought were afterwards secured by constitutional means; but after his pardon, he, unlike his fellow-leader Sir George Cartier (p. 193), lived in retirement and took comparatively little part in politics, though he was a member of the legislative assembly from 1848 to 1854. — 79 M. *Papineauville* (149 ft.; Dominion, \$ 2½), with 1015 inhab., was named for Papineau. At (~4 M.) *Plaisance* we cross the *Petite Nation River*. 91 M. *Thurso* (186 ft.; Commercial, \$ 3), with the *Thurso Islands* a favourite resort of excursionists; steamers ply regularly to Ottawa. 94 M. *Lockhart*. Just beyond (100 M.) *Buckingham Junction* (183 ft., 4000 inhab.), whence a branch-line runs to the N. into a district of mica, phosphate, and plumbago mines, we cross the *Lièvre River*, with its fine rapids (best view to the right). 114 M. *Gatineau*. As we approach Ottawa we obtain a fine view of the Parliament Buildings (p. 192) and cross the *Gatineau River* (240 M. long; see p. 196), a large and important lumbering-stream. In crossing from (118 M.) *Hull* (p. 195) to (120 M.) *Ottawa* (R. 40; Union Station) we see the top of the *Chaudière Falls* (l.; p. 194).

c. By Grand Trunk Railway.

116 M. RAILWAY in 3-4 hrs. (fare \$ 3.85). This line traverses Ontario, keeping to the S. of the Ottawa.

From Montreal to (38 M.) *Coteau Junction*, see p. 204. Our line here turns to the W. At (44 M.) *St. Polycarpe Junction*, with the usual tin-spined church (left), we cross the C.P.R. (see p. 201), and beyond (49 M.) *Ste. Justine* we enter Ontario. 53 M. *Glen Robertson* is the junction of a line to (14 M.) *Vankleek Hill* (p. 187) and (21 M.) *Hawkesbury* (p. 190). — 61 M. *Alexandria* (Grand Union, Ottawa, \$ 2½), the centre of a dairying district, with 2323 inhab. and some factories. — We now descend pretty rapidly to (68 M.) *Greenfield* and (72 M.) *Maxville* (lumber). 78 M. *Moose Creek*, with numerous freight-car side-tracks. At (85 M.) *Casselman* (Grand Union, \$ 2½) we cross the *North Nation River*. 94 M. *South Indian*, the junction of a branch-line to (8 M.) *Hammond* (p. 187), (12 M.) *Clarence Creek*, and (16 M.) *Rockland* (p. 190). We now traverse an extensive region denuded of trees by forest fires and lumbering. — 105 M. *Carlshad Springs* (Sanatorium, from \$ 3; Johnson's, \$ 2½) are frequented by the Ottawans. — We have a good view of Ottawa to the right as we near it, crossing the C.P.R. and the *Rideau River*.

116 M. *Ottawa* (Union Station), p. 190.

d. By Canadian National Railways.

114 M. RAILWAY (Canadian Northern Division) in 3¾-4 hrs. (fare \$ 3.85).

Montreal (Tunnel Terminal), see p. 131. The railway traverses

the long tunnel under Mt. Royal (see p. 140) and emerges at (3 M.) *Portal Heights* where it crosses under the C.P.R. tracks. 4 M. *Mount Royal*, a 'model city'; 5 M. *St. Laurent*, with 3400 inhab.; 16 M. *Laval Links*. — Beyond (17 M.) *St. Eustache Junction* (p. 188) several less important stations are passed. 40 M. *St. Andrews East* (Union, \$ 2; see p. 188). At (54 M.) *Grenville* (see p. 188) the railway crosses the *Ottawa* by a fine bridge and enters *Ontario* (p. 210).

55 M. *Hawkesbury* (141 ft.; *King Edward, Royal*, \$ 2½), a manufacturing town of (1921) 5532 inhab., with pulp and paper mills whence branch-lines run to (21 M.) *Glen Robertson* (p. 189) and to *Joliette* (p. 150). — For the rest of the route the line skirts the S. shore of the *Ottawa River*. 59 M. *L'Orignal* (*Ottawa Ho.*, \$ 3; *Central*, \$ 2½), with 1500 inhab. and saw-mills, is about 7½ M. distant from *Caledonia Springs* (p. 187). — 70 M. *Alfred Centre*; 75 M. *Treadwell*; 81 M. *Wendover* (*Hotel D'Aisance*, \$ 3); 90 M. *Rockland* (*Rockland Ho.*, \$ 2½), a tourist-resort with 3200 inhab. and some lumber-mills, is the junction of a G.T.R. branch-line to (16 M.) *South Indian* (p. 189). — 97 M. *Cumberland* (*Cumberland*, \$ 2½), whence steamers ply regularly to *Ottawa*. 103 M. *Orleans*. 114 M. *Ottawa* (Union Station), see below.

40. *Ottawa.*

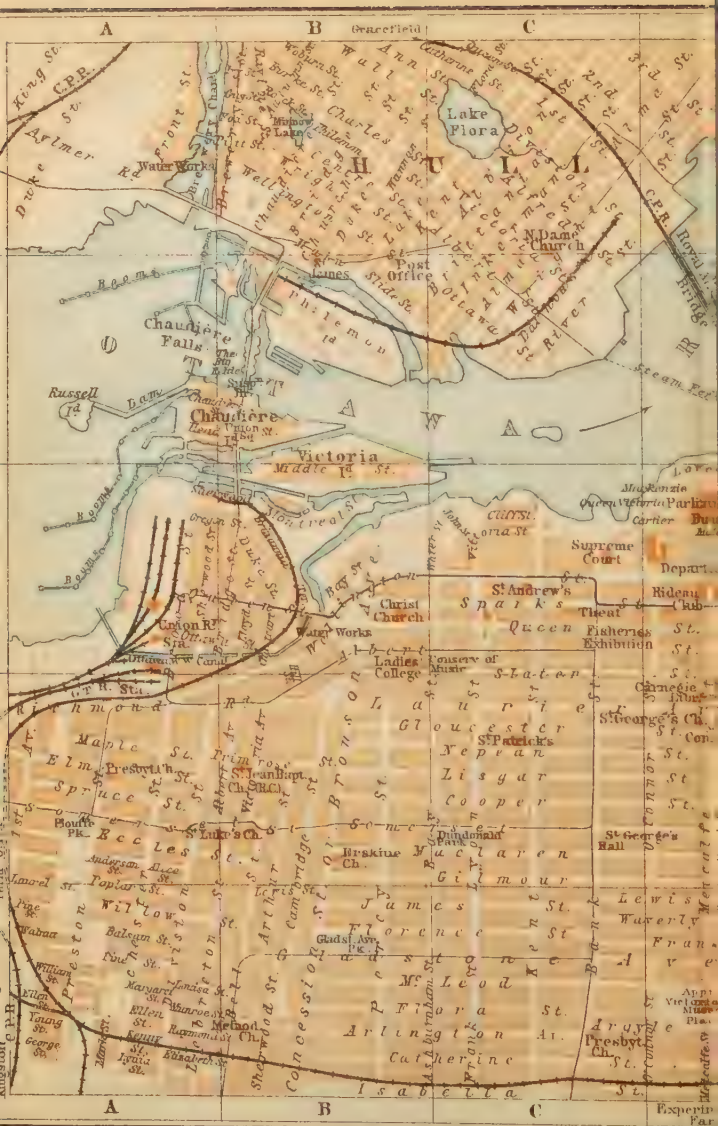
Railway Stations. *Union Railway Station* (Pl. A, 3), *Broad St.*, for the C. P. R. trains to *Montreal*, *Toronto*, and the *West*, and for the *Canadian National* and *Grand Trunk* railways; *Central Railway Station* (Pl. D, 3), for the *New York & Ottawa Railway* and for the C. P. R. 'Short Line' to *Montreal*.

Hotels. CHÂTEAU LAURIER (Pl. d; D, 3), finely situated in the S.W. corner of *Major's Hill Park* (p. 193), opposite the *Central Railway Station* (with which it is connected by a subway), and managed by the *Grand Trunk Railway*, 350 R. from \$ 3½; NLW RUSSELL HO. (Pl. a; D, 3), *Sparks St.*, near the *Parliament Buildings*, from \$ 4½, well spoken of; ALEXANDRA, 252 *Bank St.*, from \$ 4; WINDSOR (Pl. c; D, 3), cor. of *Queen St.* and *Metcalf St.*, from \$ 4; CECIL, 232 *Sparks St.*, from \$ 2. The hotels are apt to be crowded during the *Parliamentary session* (usually Feb.-May), and it is then advisable to order rooms in advance. — *Boarding Houses* and *Furnished Apartments* are numerous. Information may be obtained at the Y.M.C.A. or at the Y.W.C.A., both at the corner of *Metcalf St.* and *Laurier Ave. West* (Pl. D, 4).

Restaurants. At the above-named hotels; at the *Central Railway Station*. — *Daffodil Tea Rooms*, 106½ *Sparks St.*

Cabs. Within the area bounded by the *Ottawa River* and *George St. (N.)*, *William St.* and *Nicholas St. (E.)*, *Laurier Ave. (S.)*, and *Bank St. (W.)* the fare for 1 pers. is 25 c., for each addit. pers. 15 c. Outside this area and within 3 M. of the city limits the charge is 50 c. per 20 min. for 1-2 pers., 75 c. for 3-4 pers., each 20 min. additional 25 c. Per hour, with one horse, \$ 1, each subsequent ¼ hr. 20 c.; with two horses \$ 1.25, 25 c. Reasonable baggage free. One-half more from midnight to 7 a.m. — **Taxicabs.** Per drive within the city (not exceeding ¼ hr.), 1-2 pers. 75 c., 3-4 pers. \$ 1; per hour \$ 3, each subsequent 20 min. \$ 1 (second hour \$ 2 and then 50 c. per ¼ hr.).

Tramways (cars lighted, heated, and propelled by electricity generated by the *Chaudière Falls*) run through the chief streets (comp. Plan), passing most of the important public buildings, and to *Rideau Hall* (Pl. G, 1), *Rockcliffe Park* (p. 195), etc. Fare 5 c.; 6 tickets for 25 c. — *Electric Railways* run also to *Hull* (p. 195; 5 c.), *Britannia* (p. 196; 5 c.), *Aylmer* (p. 196; 10 c.), etc.







Steamers ply down the Ottawa to (29 M.) *Thurso* (p. 189; return-fare 50 c.); from *Britannia* (p. 196) to *Chat-Falls* (p. 200). *Lake Deschênes* and *Fitzroy Harbour* (return-fare 50 c.); and through the *Rideau Canal* to (145 M.) *Kingston* (see B. 41).

Clubs. *Rideau* (Pl. D, 3), 84 Wellington St., opposite the Parliament Buildings; *Rideau Canoe*. Lansdowne Park (p. 196); *Royal Ottawa Golf*, Aylmer Road (see p. 196).

Amusements. *Russell Theatre* (Pl. D, 3), behind the New Russell Hotel; *Colonial*, Albert St., between O'Connor St. and Metcalfe St. (Pl. D, 3); *Dominion*, Sparks St., to the W. of Bank St. — *Concerts* are given by the orchestra of the *Conservatory* (p. 195). — *Ottawa Curling Rink*, Victoria St. (Pl. C, 3); *Rideau Curling and Skating Rinks* (Pl. E, 4), Laurier Ave. East; *Dey's Rink*, Bay St., cor. of Gladstone Ave. (Pl. B, O, 5); *Dey's Arena*, Laurier Ave. West.

Newspapers. *The Citizen* (Cons.), twice daily; *The Evening Journal* (Cons.); *The Free Press* (Lib., evening). There is also a French paper.

Post Office (Pl. D, 3), Wellington St. (open 8-5). — **Telegraph Offices.** *Canadian Pacific Railway Co.'s Telegraph*, 46 Sparks St.; *Great North Western Telegraph Co.*, Sparks St., cor. of Metcalfe St. (Pl. D, 3).

United States Consul-General, Mr J. G. Foster. There are also Belgian, Japanese, and other consular representatives. — *U.S. Customs Officer* at the *Central Railway Station*.

Ottawa (247 ft.), the capital of the Dominion of Canada, the residence of the Governor-General (comp. p. 194), and the seat of the Supreme Court (p. 193), is situated on the right bank of the *Ottawa*, at its confluence with the *Rideau*, both rivers forming picturesque falls opposite the city (see p. 194). It fronts on the *Ottawa* for a distance of about 2 M., rising in the middle in a cluster of bold bluffs (160 ft.), crowned by the noble Parliament Buildings (see p. 192). The city, which lies in 45°26' N. lat. (about 5 M. farther to the S. than Montreal), is divided into an *Upper* and a *Lower Town* by the *Rideau Canal* (see below). To the S. of Parliament Hill lies the commercial part of the town, including the lumber-district round the *Chaudière Falls* (p. 194). *Sparks Street* (Pl. B-D, 3) is the chief retail business street. *Ottawa* is also important as the seat of a busy trade in lumber, and its growth has been very rapid, the population rising from 14,669 in 1861 to 27,412 in 1881, to 87,062 in 1911, and to 107,137 in 1921. The inhabitants are divided nearly equally between the French and British races and the Roman Catholic and Protestant faiths. — The mean temperature at *Ottawa* in Jan. is 11° Fahr. and in July 69°. The average annual precipitation is 33 inches.

The first settler at the portage round the *Chaudière Falls* was *Philemon Wright* of Woburn (Mass.), who established himself on the Quebec side of the river (in what is now *Hull*, p. 195) in 1800. About a score of years later he transferred his claim to the hills on the opposite side of the river to a teamster named *Sparks*, in lieu of a debt of \$200. In 1827 the *Rideau Canal* (see p. 197) was constructed, at a cost of \$2,500,000, to connect Lower Canada with Lake Ontario and obviate the necessity of vessels ascending the St. Lawrence under the enemy's fire. The settlement which grew up at the lower end of this canal was named *Bytown*, after Col. By, the engineer officer who had made the surveys for the project, and on its incorporation as a city (1855), when it had 10,000 inhab., assumed the name of *Ottawa*. In 1857 Queen Victoria put an end to the conflicting claims of Montreal and Quebec, Kingston and Toronto, by selecting *Ottawa* as the official capital of the 'Canada' of that date.

Selected arbitrarily, like Washington, *Ottawa* has followed Washington's

example in attempting to make itself worthy of the position to which it has been raised, and already ranks as one of the handsomest and best-kept cities of the Dominion, with abundant promise of rapid improvement in every direction. Like Washington, too, Ottawa has become the headquarters of the chief scientific societies and collections of the country; while the presence of the Governor-General makes it, during the sitting of Parliament, a natural focus of cultivated and fashionable society. — The industries of Ottawa include iron works and foundries and manufacture of paper, card-board, cement, etc. The produce of the saw-mills of the Ottawa district in 1918 aggregated 350,000,000 ft. of lumber. The exports of the city for the year ending March 31st, 1920, amounted to \$ 7669, the imports to \$ 18,755,041. The total available water power within the city limits is 100,000 horse-power, within a radius of 30 M. about 2,000,000.

Ottawa is also the headquarters of the **Royal Canadian Mounted Police** which was founded in 1921 by amalgamation of the *Dominion Police* with the *Royal North-West Mounted Police*, which was established in 1873 to look after the Indians and maintain law and order in the N.W. provinces, including the Yukon. The success with which the latter force of about 1870 picked men, under strict military discipline, dispersed over so vast an area, performed its functions, and the respect with which it was regarded by white men and red men alike, are almost incredible. Recently however, the R. C. M. P. has been threatened with disbandment on political and economic grounds. Comp. also 'Forty Years in Canada, by Maj.-Gen. S. B. Steele (London, 1915; 16s.) and R. B. Deane's book mentioned at p. 387.

The most conspicuous single feature in Ottawa is the magnificent group of ***Government or Parliament Buildings** (Pl. D, 3), commandingly situated on a bluff overlooking the Ottawa, and surrounded by beautifully kept lawns, diversified with flower-beds. The original buildings, erected in 1859-65 in a highly effective modern Gothic style, were almost totally destroyed by fire on Feb. 3rd, 1916, but have since been rebuilt on practically the same plans, with an additional story at a cost of \$10,000,000. The central building, with its fine tower (comp. p. 193), is occupied by the *Houses of Parliament*, while the two wings, known as the 'East' and, West Blocks' respectively (the latter only partly destroyed in 1916), harbour various *Ministerial Offices*, some of which are also accommodated outside of the Parliament Buildings (comp. p. 193). Behind the main building is the ***Library of Parliament** (see below) which was spared by the fire.

The Interior is neat and plain in its appointments. The *Senate Chamber*, to the right of the entrance, and the *House of Commons*, to the left, are commodious and business-like apartments. The Speaker's Chair, placed here in 1921, is a replica of that in London. During the sitting of Parliament visitors are admitted to the public galleries by a Member's order, which strangers can generally procure on application to one of the messengers; admission to the Speaker's gallery requires a Speaker's order. 'Few of the speeches delivered in the House can be called inspiring. In fact, when not personal, they are prosaic. This can hardly be helped, for a Canadian Parliament, like Congress in the United States, deals, as a rule, with matters from which only genius could draw inspiration. The French-Canadian members, in consequence, probably, of the classical training that is the basis of their education, are far superior to their English-speaking *confrères* in accuracy of expression and grace of style. Even when they speak in English these qualities are noticeable' (*Dixon*).

Adjoining the rear of the central building is the ***Library**, a beautiful polygonal structure, with a dome supported by graceful flying buttresses. It now contains over 350,000 vols., including many on Canada, and is free

to the public as a reference-library (9-4). The book-cases and panelling are of Canadian pine, adorned with excellent carving and the arms of the Dominion and provinces. There are also a statue of Queen Victoria and busts of King Edward and Queen Alexandra.

The central Tower (open 10-4), called the *Tower of Peace*, contains in the first floor a Chamber in memory of the 80,000 Canadian soldiers who fell in the Great War. The Memorial Chamber is entered from the main floor of the Central Hall. In the belfry over the Chamber is to be placed a carillon of 49 bells. The top of the tower (height 285 ft.) affords a fine *View of Ottawa, the river, the Chaudière Falls, etc. — Good views are also obtained from the walks laid out in the Parliament Hill grounds, especially from the so-called **Lovers' Walk* (Pl. D, 3), skirting the outside of the bluffs, and from the arbour behind the library. In the W. part of the grounds are statues of *Queen Victoria* (erected in 1900 to commemorate the sixtieth anniversary of her accession), *Alexander Mackenzie* (1822-92), and *Sir George Etienne Cartier* (1814-73: p. 151), while on the E. side is one of *Sir John Macdonald* (1815-91; p. 194). All of these are by Hebert (with the help of Hamilton MacCarthy in that of Mackenzie). Nervous visitors should note that a time-gun is fired at noon (at 10 a.m. on Sun.) near the Macdonald statue.

The modest little building at the S.W. corner of Parliament Hill is occupied at present by the Supreme Court of Canada (Pl. C, 3).

In winter the river below the Parliament Buildings is frozen hard, and trotting-races and other sports are held on it.

Parliament Square is separated from WELLINGTON STREET (Pl. B-D, 3), with its handsome banks and offices, by a low stone wall with fine iron-work railings and gates. In Wellington St., nearly opposite the main entrance to the Parliament Grounds, is the **Langevin Block* or *New Departmental Building* (Pl. D, 3), a handsome and substantial building (1883), which contains some ministerial offices. Near-by, opposite the end of Metcalfe St. (Pl. D, 3), is a figure of *Sir Galahad*, by Keyser, erected to commemorate the gallant self-sacrifice of Henry A. Harper in 1901.

The pretty little **Major's Hill Park* (Pl. D, 2, 3; entr. from Rideau St.), immediately to the N. of the *Château Laurier Hotel* (p. 190), commands good views of the river. It contains a monument to two Ottawans who fell in the Riel Rebellion (p. 317). On *Nepean Point* (Pl. D, 2), at the end of Major's Hill Park, is the *Saluting Battery* (guns of 1797). A statue of *Champlain*, by Blank, was erected here in 1914. At this point the Ottawa is crossed by the imposing **Royal Alexandra* or *Interprovincial Bridge* (Pl. D, 1, 2), completed in 1902 at a cost of \$1,250,000. It is composed of one cantilever span (556 ft. long), two anchor arm spans (each 247 ft. long), and two truss spans (247 ft. and 140 ft.). It comprises a single railroad-track, two tramway-tracks, and two roadways. A walk across this bridge and back is recommended for the fine views it affords.

To the S. of Major's Hill Park the *Rideau Canal* (p. 191) is crossed by the *Dufferin Bridge* and the *Sappers Bridge* the space between which has now been covered over and converted into CON-NAUGHT SQUARE (Pl. D, 3), bounded by the *Château Laurier* (p. 190), the *Post Office* (p. 191), and the *Central Railway Station* (p. 190). From the N. side of the square a striking view is obtained of the six locks by which the canal makes its final descent to the Ottawa River.

Following **SUSSEX STREET** (Pl. D, 2, 3) to the left (N.) beyond the Château Laurier, we reach the Roman Catholic **Cathedral of Notre Dame**, or the *Basilica* (Pl. D, E, 2), with its twin towers, 200 ft. in height, which is situated in the midst of a French population. It contains a painting ascribed to *Murillo*. In front of it is a *Statue of Bishop Guigues*, first Bishop of Ottawa (1848-74). — To the W. of the cathedral is the *Government Printing Bureau* (Pl. D, 2), a large brick building. A little farther on in Sussex St. is the *Grey Nunnery* (r.; Pl. D, E, 2). — Nearly opposite stands the **Dominion Archives Building** (Pl. D, 2; open 9.30 to 4 p.m., on Sat. 9 to 1 p.m.; Archivist, *Dr. A. G. Doughty*), a handsome structure, opened in 1908.

The Archives contain a library (groundfloor) of about 20,000 printed books and pamphlets relating to Canadian history, ca. 20,000 vols. of manuscript (2nd floor), and over 6000 manuscript plans of Canada (3rd floor). There is, moreover, a great number of paintings and prints of historical interest. A valuable series of the archives has been published.

Adjoining the Archives is the *Mint* (l.; Pl. D, 2), and farther on is the *Naval Service Department*.

Beyond the Mint Sussex St. (tramway) bends to the right, and we reach the point where the *Rideau* forms the pretty little 'curtain-like' *Rideau Falls* (30 ft. high; Pl. E, F, 1) as it joins the Ottawa. [To see them we have to pass through a lumber-yard; they are best seen from a boat on the Ottawa.] Adjacent is the *Edwards Saw Mill*, a visit to which is full of interest. — Crossing the bridge and following the prolongation of Sussex St., we soon reach ***Rideau Hall** (Pl. G, 1), the residence of the Governor-General of Canada (comp. p. xxxi).

Rideau Hall is a large, rambling, and plain but comfortable edifice. The pretty grounds contain a *Skating Pond* and *Toboggan Slide*, which present a very gay and lively scene in winter. The *Princess Vista*, cut through the woods at the instance of the Princess Louise, affords a charming view of the Ottawa and the mountains beyond it. The electric line to *Hull* (see p. 195), by way of the Royal Alexandra Bridge, here follows a roadway cut through the solid rock in the face of the cliff.

Another pleasant route to or from Rideau Hall is afforded by *King Edward Avenue* (Pl. E, 1-4) and the *Minto Bridges* (Pl. F, 1).

Eainscliff, on the cliffs overlooking the river, near the lodge of Rideau Hall, was the home of *Sir John Macdonald* (p. 193) in his later years.

From Rideau Hall we may go direct by tramway (p. 190) to the **CHAUDIÈRE BRIDGE** (Pl. B, 2), just above which are the fine ***Chaudière Falls**, where the Ottawa, narrowed to about 200 ft., descends 50 ft. over ragged ledges of rock.

The water-power here is used by several large pulp and lumber mills, a visit to one of which will be of great interest to the visitor unacquainted with the marvellous perfection and delicacy of the machinery for converting rough forest-trees into trim yellow planks and shingles. Thousands of logs are floating in the adjacent 'booms'; and the surface of the smoother parts of the river is covered with sawdust shining like gold in the sunlight. It is estimated that there are usually 125,000,000 ft. of lumber on the Chaudière 'piling grounds'. — Near the falls are the *Timber Slides*, by which the lumber descends to the navigable water below. The squared logs are made up into 'cribs' just fitting into the slides; and it is one of the recognized items of a visit to Ottawa to 'run the slides' as a passenger on one of these rafts. This is an exciting experience, unattended by danger, and permission to go down is easily obtained from those in charge.

On the opposite side of the river here (in the province of Quebec), across *Union Bridge*, is the suburban city of **Hull** (Pl. A-D, 1, 2; *Windsor, Bank*, § 3); with (1921) 23,857 inhab., most of whom are connected in one form or another with the lumber-industry or with the large Eddy Pulp and Paper Mills. Among some of the noteworthy buildings of the city which has been practically rebuilt after the fire of 1900 are the *City Hall*, *Court House*, and *Church of Notre Dame* (Pl. C, 1, 2). Hull is connected by electric tramway (see p. 190) with Ottawa (via the *Royal Alexandra Bridge*, p. 193; comp. p. 194) and with *Aylmer* (p. 195). Railway-stations, see pp. 189, 196. Near Hull are the large works of the *International Portland Cement Co.*

At the corner of Queen St. and O'Connor St. stands the building of the **Canadian Fisheries Exhibit** (Pl. C, D, 3; open, free, 10-5, on Sat. 10-1), containing specimens of fish, birds, shells, etc., and showing the process of breeding and hatching fish.

The **Victoria Memorial Museum** (Pl. D, 5), in McLeod St., at the foot of Metcalfe St. (reached by the tramway along Elgin St.), erected at a cost of \$1,250,000, contains, in somewhat curious juxtaposition, the extensive collections of the *Geological Survey*, comprising natural history and ethnological exhibits, and the *National Art Gallery*. The art collections occupy the E. wing on each of three floors.

THE NATIONAL ART GALLERY is small and contains chiefly Canadian works. Among its contents are *Time, Death, and Judgment*, by *G. F. Watts*, R. A.; a small painting by *Moratti*; a portrait of Miss Montalba, the artist, by the *Princess Louise*; portraits of Sir John Macdonald (by *Patterson*), the Marquis of Lorne (by *Millais*), and Dr. Kingsford, the historian (by *C. E. Moss*); *Mortgaging the Homestead*, by *G. A. Reid*; *Cape Trinity* (p. 181), by *L. R. O'Brien*; a copy of *West's Death of Wolfe: Beacon Light in the Harbour of St. John's*, by *H. Sandham*; *Teacher talking over the Trustees of a Back Settlement School*, by *R. Harris*; *Death of Nelson*, by *G. P. Reinagle*; *Nude girl*, by *Paul Peel*; *Altresco concert*, by *E. W. Grier*; *Shipping*, by *J. Hammond*; *Ambuscade*, by *Roy*; *C'est toujours la même Chanson*, by *Paul Guillet*; *The Charge*, by *H. Chartier*; *Group* by *H. ten Kate*; *Westminster*, by *F. Knowles*; *Dreaming*, by *G. A. Reid*; and landscapes by *John A. Fraser*, *O. R. Jacobs*, *Moner Martin*, *Melbye*, *Homer Watson*, *Wm. Raphael*, *F. M. Bell Smith*, *R. O'Brien*, *F. S. Challenger*, *Wm. Hope*, and *Forshaw Day*.

Among other important buildings of Ottawa not yet mentioned are the ***Carnegie Library** (Pl. D, 4; open on weekdays 9 a. m. to 9.30 p. m.), at the corner of Laurier Ave. and Metcalfe St., now containing 55,000 vols. (painting of Peter the Hermit, by Jas. Archer, on the main staircase); *Ottawa University* (Pl. E, 4), a Roman Catholic institution with 800 students (including the academy), founded in 1849 and rebuilt after a destructive fire in 1903; the *Normal School*, the *Drill Hall* (with a museum of military relics), and the *Collegiate Institute*, all in Cartier Square (Pl. D, 4); the *City Hall* (Pl. D, 3), with a *Boer War Monument* in front of it; the *Court House* and *Goal* (Pl. E, 3); the *Conservatory of Music* (Pl. C, 3; see p. 191); the *Lady Stanley Institute* (Pl. G, 3); the *Contagious Diseases Hospital* (Pl. G, 4, 5); and various other *Hospitals* and *Convents*.

***Rockcliffe Park**, 1½ M. to the N.E. of the city limits, is reached by a charming road leading from the entrance to Rideau Hall through green fields and shady groves (tramway 5 c.). It affords beautiful views of the Ottawa. About 1½ M. to the E. of it is the *Dominion Rifle Range* (tramway), the scene of the annual meeting of the

Dominion Rifle Association, where the crack shots are chosen for the team that represents Canada at the international shooting-contest at Bisley, England (prize won in 1913 by the Canadians). — *Lansdowne* or *Rideau Park*, at the opposite end of the city, is the scene of the Central Canada Annual Exhibition, the chief lacrosse-matches, etc. It is best approached by the beautiful *CANAL DRIVEWAY, beginning at Cartier Sq. (Pl. D, 4) and skirting the Rideau Canal to the Experimental Farm (see below), but it may also be reached by tramway (5c.) or canal-steamer (10c.). — *Strathcona Park* (Pl. G, 4) extends along the W. bank of the Rideau River.

About 1 M. to the S.W. of the city, pleasantly reached viâ the extension of the above-mentioned Driveway, and by electric tramway (Somerset St. car, transferring at Holland Ave.), is the *Central Government Experimental Farm, situated on high ground and affording some fine views. This institution, established in 1886 and comprising 467 acres, is the centre of the Dominion Experimental Farms system which includes numerous other experimental farms and stations. The results of the experimental work carried on are made accessible to the public in many ways, and information on the soil, vegetable productions, etc. of the various parts of the Dominion is readily given. The farm is open to visitors daily, the buildings daily except Sunday. — On the grounds of the farm is the Dominion Astronomical Observatory, a substantial stone building, the admirable equipment of which includes a 15-inch equatorial telescope. Visitors are admitted on weekdays, 9.30 to 4.30, and on Sat. evening after dark.

Among other points of interest in the environs of Ottawa are the *Sulphur Springs*, 5 M. from the city, on the road to Montreal; the *Cascades of the Gatineau River* (10 M.), reached by road or railway; *Kettle Island Park*, 2 M. distant (steamer at frequent intervals); *Britannia* (see below); and *Aylmer* (see below). — Good shooting and fishing can be obtained within easy access of Ottawa (comp. pp. lv, lix, lx).

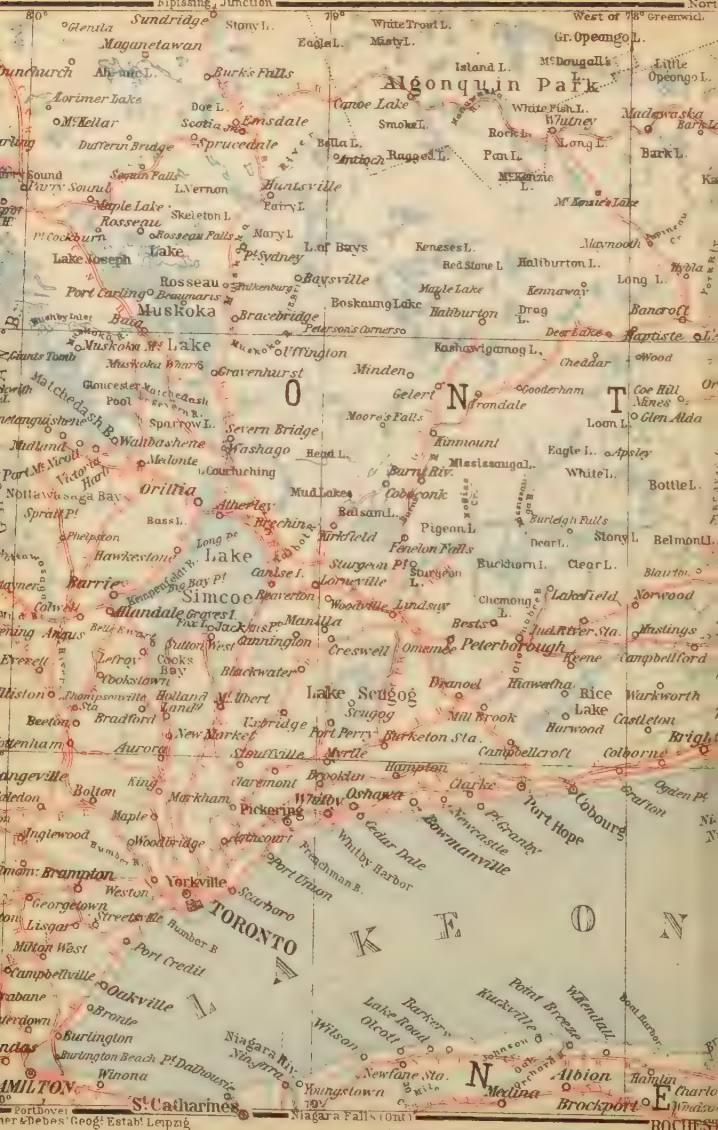
FROM OTTAWA TO TORONTO. (a) By *Canadian Pacific Railway* (fare \$ 8.60, sleeper \$ 2.75). From Ottawa to (49 M.) *Smith's Falls*, see below. Here the route to (261 M. from Ottawa; 8½ hrs.) *Toronto* viâ *Bellerive* (see R. 44a) may be joined or that viâ *Peterborough* (see R. 44b; 259 M. in 8¼-9 hrs.). — (b) By *Canadian National Railways*, see R. 44d (fare \$ 8.50; sleeper \$ 3).

FROM OTTAWA TO PRESCOTT, 53 M., *Can. Pac. Railway* in 2-2¼ hrs. (fare \$ 1.90). 30 M. *Kemptville* (McPherson, \$ 3; pop. 1192), with a provincial demonstration farm and agricultural school. 32 M. *Bedell* (p. 201); 44 M. *Spencerville* (315 ft.). — 53 M. *Prescott*, see pp. 219, 204.

FROM OTTAWA TO WALTHAM, 80 M., *Can. Pac. Railway* in 3½ hrs. (fare \$ 2.85). — This line follows the N. bank of the Ottawa above the capital. — 10 M. *Aylmer* (*British*, \$ 3; *Windsor*, \$ 2½), on *Lake Deschênes*, an expansion of the Ottawa, with 3327 inhab., is a favourite resort of the Ottawans. *Queen's Park* here, which offers various popular attractions, is the terminus of an electric railway (p. 190) from (8 M.) Ottawa, passing the *Royal Ottawa Golf Club*. Steamer to *Britannia*, see below. — 58 M. *Campbell's Bay* (Ottawa, \$ 3); 69 M. *Fort Coulonge* (p. 255). — 80 M. *Waltham*.

FROM OTTAWA TO MANIWAKI, 82 M., *Can. Pac. Railway* in 4 hrs. (fare \$ 2.90). This line ascends the pretty *Gatineau Valley*, with its wealth of lumber and sporting facilities. Gold has been discovered here recently. — The train crosses the *Royal Alexandra Bridge* (p. 193) to (2 M.) *Hull* (p. 195). 8 M. *Chelsea* (365 ft.); 12 M. *Kirk's Ferry*; 16 M. *Cascades*; 21 M. *Wakefield*; 30 M. *Farrellton* (335 ft.); 35 M. *Low*; 47 M. *Kazubarua* (Gatineau, \$ 2), on the river of that name; 59 M. *Gracefield* (507 ft.; King Edward, \$ 2); 67 M. *Blue Sea*. — 82 M. *Maniwaki* (Laurentian, Maniwaki, \$ 2½).

FROM OTTAWA TO SMITH'S FALLS (fare \$ 1.55) AND BROCKVILLE, 77 M., *Can. Pac. Railway* in 2¾-3 hrs. (fare \$ 2.75). — As we leave Ottawa we have good views of the *Ottawa River* to the right, with its burden of lumber. — 5 M. *Britannia*, a summer-resort on a bay of the Ottawa, has a popular park,





with a good bathing-beach, boating, a long pier, band-concerts, and vaudeville performances. Britannia may also be reached by electric car (p. 190) and steamers ply across the bay to Aylmer (see p. 196), and to Fitzroy Harbour (see p. 191). — Farther on we soon lose sight of the river. At (32 M.) *Carleton Place* (see p. 254) we diverge to the left (S.) from the transcontinental line (R. 35). At (49 M.) *Smith's Falls* (see p. 201) we cross the C. P. R. line from Montreal to Toronto (R. 44a). 56 M. *Jasper*; 67 M. *Bellamy*. — 77 M. *Brockville*, see p. 219.

FROM OTTAWA TO CORNWALL AND TUPPER LAKE. 128 M. *Ottawa & New York Railway* (New York Central) in 43½ hrs. (fare \$4.05). — This line runs from Ottawa (Central Station) towards the S.E. viâ (37 M.) *Finch* (p. 201) to (57 M.) *Cornwall* (see p. 220), where we cross the *St. Lawrence* and enter *New York State*. — At (127 M.) *Tupper Lake Junction* connection is made with the Adirondack division of the New York Central Railway, thus affording a continuous railway route to New York (comp. *Buedeker's United States*). — 128 M. *Tupper Lake* (p. 17), in the Adirondack Mts.

From Ottawa to *Montreal*, see R. 34; to *Capreol* and *Sabury*, see R. 42; to *Winnipeg*, etc., see R.R. 25-59; to *Isport Harbour* (*Parry Sound*), see R. 43; to *Kingston* viâ the *Rideau Lakes*, see R. 41.

41. From Ottawa to Kingston by Steamer.

145 M. STEAMER of the RIDEAU LAKES NAVIGATION CO., several times weekly in summer in 26½ hrs.

This is a favourite tourist-route, passing through some fine scenery. The *Rideau Lakes* consist of a chain of ten lakes, through which the steamer passes after leaving the *Rideau Canal* (p. 191). They were used by the British Government in the war of 1812 for the transport of military supplies, and in 1832-6, by deepening the connections between the lakes, and building the canal and the locks, navigation was made possible all the way from Ottawa to Kingston, on Lake Ontario. There are altogether 46 locks, 8 of which are within the city limits of Ottawa. The excellent duck-shooting and bass-fishing of the district attract many sportsmen and anglers. Fair accommodation may be had at many of the villages en route.

Ottawa, see p. 190. On leaving the Canal Basin we pass (r.) the beautiful *Canal Driveway* and *Lansdowne Park* (p. 196). To the left is the *Ottawa Motor Boat Club*. The first locks are met at (2 M.) *Hartwell's*. At (4 M.; r.) *Hogback* (so called from the shape of the ridge skirted by the canal or from the many rounded boulders in the stream) we quit the canal, pass through a lock, and enter the *Rideau River*. — 8 M. (l.) *Black Rapids*, with a lock and an immense dam (l.). From (16 M.) *Long Island* to (44 M.; r.) *Burrill's Rapids* (Rickey, \$ 2½) we steam through *Long Reach*, affording the longest continuous run of the route (28 M.). The water abounds in black bass and maskinonge. — 49 M. (r.) *Merrickville* (p. 201). — The district near (57 M.; r.) *Kilmarnock* is a noted duck-shooting ground.

Beyond (65 M.; r.) *Smith's Falls* (see p. 201) we thread the so-called 'Narrows', passing (74 M.) *Rideau Ferry*, a summer-resort, and enter ***Big Rideau Lake**, 21 M. long and 6 M. wide, with its numerous islands. About halfway down the lake the steamer turns to the left, enters *German Bay*, and calls at (86 M.; l.) *Portland* (Garrett's Rest, from \$ 3; Commercial Ho., from \$ 2½), a pleasant summer-resort and station on the C.N.R. (R. 44d). Beyond German Bay we pass through another cut, also known as the 'Narrows', and enter **Little or Upper Rideau Lake**, 6 M. long, 495 ft. above the sea, and 225 ft.

above Lake Ontario. — 97 M. *Westport* (Windsor, Wardrobe, from \$ 2½; railway, see p. 204) is a flourishing little village on the W. shore of Little Rideau, with *Wolfe Lake* to the W. of it. Leaving Westport, the steamer retraces its way across the lake to (103 M.; l.) *Newboro* (Rideau, \$ 3½), also a station on the C.N.R. line to Westport, situated between the Little Rideau and *Mud Lake*, which marks the ridge of a watershed, the waters in one direction running towards Kingston and in the other towards Ottawa. It is a favourite resort of sportsmen and anglers.

At (109 M.) *Chaffey's Locks* (p. 207) we enter the beautiful *Lake Opinicon* (Opinicon Club, from \$ 3; Cedar Grove, \$ 2), with some thirty islands. The Canadian National Railways from Ottawa to Toronto (R. 44d) crosses the route at (110 M.) *Davis Lock*.

115 M. (l.) *Jones Falls* (*Kenney*, \$ 3), at the end of *Sand Lake*, is one of the most attractive spots on the route. There are four deep locks, and a fine horseshoe-shaped dam 400 ft. long and 90 ft. high. The falls from which the town takes its name are small but picturesque. On the top of the hill is an old block-house. — After leaving Jones Falls we pass through the small *Whitefish Lake*, and come to *Little* and *Big Cranberry Lakes*, the last of the chain.

At (127 M.; l.) *Brewer's Mills Locks* we enter a stretch of 10 M. formed by backing up the waters of the *Cataraqui River*, and known as the 'Drowned Lands'. The channel is narrow and rocky, and at one place a rock, supposed to resemble the profile of the Duke of Wellington, projects from the bluff. Entering the *Cataraqui River* proper, remarkable for its winding course and beautiful scenery, we pass (139 M.; l.) *Kingston Mills*, where there is a dam 6000 ft. long.

145 M. *Kingston* (see p. 217).

Connection is made here with a steamer crossing the St. Lawrence to *Clayton* (see p. 218).

42. From Ottawa to Capreol and Sudbury.

Comp. Map at p. 197.

329 M. CANADIAN NATIONAL RAILWAYS in 13¼ hrs. (fare \$ 10.60, sleeper \$ 3.75). This line, which traverses the Algonquin Park (see p. 199) from E. to W., forms, in connection with R. 39c, part of the transcontinental through-route from Montreal to Vancouver described in RR. 51 (II), 58, 59c, 64 a, 68.

Ottawa (Union Station), see p. 190. The train at first runs towards the S.W. 7 M. *Rideau Junction*; 13 M. *Bell's Corners*. At (15 M.) *South March* (p. 199) the line bends towards the W. running to the N. of the G.T.R. line to Depot Harbour. 26 M. *Dunrobin*. Beyond (35 M.) *Fitzroy* we cross the *Ottawa* (p. 146) by a fine bridge and enter *Quebec* (p. 157). 42 M. *Pontiac*. 46 M. *Norway Bay* (*Scobie Ho.*, \$ 2; Burnham Hall), a summer resort on the Ottawa. 49 M. *Bristol*. Beyond (61 M.) *Portage du Fort* the train recrosses the river into Ontario. 67 M. *Foresters Falls*; 74 M. *Beachburg*. A short distance beyond (81 M.) *Finchley* we cross the C.P.R. (R. 55a). At (88 M.) *Pembroke Junction*, connected by a branch-line with (3 M.) *Pembroke*

(p. 255), our line diverges to the left from the C.P.R. 98 M. *Alice*. Between (107 M.) *Indian* and (113 M.) *Duhlia* we enter **Algonquin Park** (see below and p. 200), which the railway traverses diagonally to its N.W. corner. Deer may be frequently seen from the train.

Algonquin Park, a picturesque tract of rock, forest, and water, was set apart by the Government of Ontario in 1893 for the preservation of game and forests and as a public pleasure and health resort. It lies on the watershed between the Ottawa and Georgian Bay and comprises an area of about 3900 sq. M. Its fine timber includes white and red pine, black birch, maple, hemlock, ironwood, beech, black ash, basswood, cedar, spruce, tamarack, and alder, while animated nature is represented by the moose (rare), deer, beaver, bear, wolf, mink, otter, martin, musk-rat, partridge, duck, trout, bass, whitefish, pike, chub, etc. Atlantic salmon, or grilse, have lately been introduced. It contains the fountain-heads of the Muskoka, Madawaska, Petewawa, Bonnechere, and other rivers, and also innumerable lakes, among the largest of which are the *Great Opeongo Lake*, *Trout Lake*, *Misty Lake*, *Smoke Lake* (see p. 260), *Island Lake* and *Manitou Lake*. There are many rough roads for portages, and shelter-huts at convenient points (comp. Map issued by the Department of Lands, Forests, and Mines, Ontario Government, Toronto, price 50 c.). Licences to fish (\$ 3-5) may be obtained on application to the Superintendent (Algonquin Park, Ont.). The charge for guides is \$2½ per day, fee \$1. Hunting is not allowed.

The following stations are within the Park. 117 M. *Kathmore*; 135 M. *Brawny*. Beyond (152 M.) *Radiant* we cross the *Madawaska River* which flows to the N. into *Trout Lake*. Farther on the *Petewawa* is crossed which connects Trout Lake with the large *Cedar Lake*, the N. shore of which the railway now skirts for some time. 165 M. *Brent*; 169 M. *Government Park*; 175 M. *Darenty*; 177 M. *Cauchon*, near the lake of that name. 183 M. *Ascalon*. Beyond (188 M.) *Coristine* the railway leaves the Park.

200 M. *Fossmill*. 218 M. *Callander* (see p. 244). From (227 M.) *North Bay* (see p. 256) our line runs parallel to the C.P.R. for some distance. 241 M. *Meadowside* (p. 256); 263 M. *Desaulniers*. — 310 M. *Capreol* and thence to (329 M.) *Sudbury*, see pp. 266, 250.

43. From Ottawa to Depot Harbour (Parry Sound).

Comp. Map at p. 197.

264 M. **GRAND TRUNK RAILWAY** in 11¼ hrs. (fare \$9.10, parlor-car \$1.35; through-fare from Montreal \$12.95, parlor-car \$1.85). This railway forms a direct line of communication between Ottawa and Lake Huron (Georgian Bay) and is also the shortest route from Ottawa and Montreal to the Muskoka District (R. 53). It runs through the Algonquin Park (see above).

Ottawa, see p. 190. The train starts at the *Union Station* and at first runs towards the S. It then crosses the *Rideau Canal* (see p. 197) and the C. P. R. (p. 254) and runs towards the W. — 15 M. *South March* (p. 198); 21 M. *Carp* (the village some distance to the S., on the river of the same name). We cross the *Carp* near (29 M.) *Kinburn*. 34 M. *Galetta*, on *Indian River*, with lead mines.

39 M. *Arnprior* (*Campbell*, \$ 2½; U. S. Cons. Agent; pop. 5000; comp. p. 254), with productive marble-quarries, lies at the confluence of the *Madawaska River* and the Ottawa, near the expansion of the latter known as the *Lac des Chats*. Good bass-fishing is enjoyed

here. Below the lake the Ottawa forms the fine **Falls or Rapids of the Chats* (50 ft. high).

The railway now skirts the S. bank of the Ottawa for a short distance and then diverges to the left. 50 M. *Goshen*. — 55 M. *Renfrew* (see p. 254), an important railway-junction. We now ascend along the right bank of the *Bonnechere River*. 67 M. *Douglas*. 77 M. *Eganville*, the junction of a branch-line of the C.P.R. to (23 M.) *Renfrew* (p. 254). — 85 M. *Golden Lake Station* (Orphanage, \$ 3), at the E. end of the lake, is the junction of a line running to the N. to (21 M.) *Pembroke* (p. 255). — 94 M. *Killaloe* (601 ft.). From (109 M.) *Barry's Bay* (988 ft.; Balmoral, \$ 3), a good fishing resort at the head of *Lake Kaministiquia*, a steamer plies to (131½ M.) *Combermere* (Hudson, \$ 2). — Farther on, *Bark Lake* is passed on the left; to the right (at some distance) is *Little Opeongo Lake*. — At (130 M.) *Madawaska* we enter the valley of that stream, which runs to our left. — Beyond (146 M.) *Whitney* the railway enters the **Algonquin Park** (see p. 199), across the S.W. corner of which it runs. The stations within the Park are: 157 M. *Rock Lake*; 169 M. *Algonquin Park* (Highland Inn, from \$ 6), situated on the beautiful *Cache Lake* (fine view from the 'Sky-mount'), and (176½ M.) *Joe Lake* (Algonquin, \$ 4), both stations for *Smoke Lake* (Nominigan Camp, from \$ 6); 177 M. *Canoe Lake* (Mowat Lodge, \$ 3½, one mile from the station); 183 M. *Brûlé Lake*; and (191 M.) *Rainy Lake* (1630 ft.).

201 M. *Ravensworth* (inn). 208 M. *Kearney* (Kearney, Ottawa, \$ 2½) has good trout-fishing and is said to afford excellent deer and partridge shooting owing to the overflow from the protected area of Algonquin Park. — At (213 M.) *Scotia Junction* (p. 244) we intersect the G.T.R. (see R. 51, I). The line now bends towards the S.W. — 224 M. *Sprucedale* (Sprucedale, \$ 2); 236 M. *Seguin Falls*; 243 M. *Edgington*. — 246 M. *Maple Lake* (Maple Lake Ho., from \$ 2) forms the N. gateway to the *Muskoka District* (R. 53), stage-coaches running hence to (8 M.) *Port Cockburn* (p. 253) and (12 M.) *Rosseau* (p. 252).

From (258 M.) *James Bay Junction* a short branch-line runs to (3 M.) **Parry Sound** (*Belvidere*, from \$ 3; *Kipling*, from \$ 2½; Mansion Ho., R. \$ 1½), a small town with 5000 inhab., situated on the shore of *Parry Sound*, at the mouth of the *Seguin River*, opposite *Parry Island*. It is called at by the steamers of the Northern Nav. Co., which put it in communication with Collingwood, Midland, Penetang, and other points on Georgian Bay (comp. pp. 241, 242, and R. 56). Sailing and steam yachts may be hired here for excursions. *Parry Sound* is also a station on the C.P.R. and the C.N.R. (R. 52).

FROM PARRY SOUND TO PENETANG. A steamer of the *Northern Nav. Co.* plies daily over the 'Thirty Thousand Island Route' between *Parry Sound* and *Penetang* (p. 242; fare \$ 3½, meals extra), calling at *Rose Point* (see p. 201), *Sans Souci* (Sans Souci Hotel, from \$ 2½), at the mouth of the *Moon River* (good fishing and hunting), *Copper Head Island* (Campbell, \$ 3), *Manitou, Wahwahtaysee, Go-Home Bay, Minnecog Island* (Minnecog, from \$ 4), and *Honey Harbour* (p. 242). The scenery of the *Parry Archipelago* is extremely picturesque. The round-trip from *Parry Sound* can be made in a day.

The next station on the main line is (261 M.) *Rose Point* (Hotel, \$5), whence a ferry plies to Parry Sound (see p. 200). — 264 M. *Depot Harbour* (Island, \$2½), on Parry Island the terminus of the line, is an important grain-shipping port (steamers to Port Arthur, Fort William, Chicago, Milwaukee, etc.).

44. From Montreal to Toronto by Railway.

Comp. Maps at pp. 146, 197.

a. By Canadian Pacific Railway via Belleville.

341 M. RAILWAY (Lake Ontario Shore Line) in 9-9½ hrs. (fare \$11.05; sleeper \$3.45, parlor-car \$1½). Dining-cars on the day trains. Through tickets are issued to western points via Toronto by the 'Lake Route' (see R. 46); these are interchangeable with direct railway-tickets (see R. 55).

From *Montreal* (Windsor St. Station) to (24 M.) *Vaudreuil*, see p. 187. Our line here diverges to the left from the 'Short Line' to Ottawa (R. 39a) and leaving the river runs towards the S.W. through the fertile district between the St. Lawrence and the Ottawa. Many orchards and tracts of woodland are passed. From (40 M.) *St. Polycarpe Junction* (p. 189) a branch-line runs to (29 M.) *Cornwall* (p. 220). Near (46 M.) *Dalhousie Mills* we enter *Ontario* (p. 210). 63 M. *Apple Hill*. At (79 M.) *Finch* we intersect the Ottawa & New York Railway (p. 197). 87 M. *Chesterville*, 93 M. *Winchester*; 108 M. *Bedell* (p. 196). — At (120 M.) *Merrickville* (p. 197), a manufacturing town (991 inhab.), we cross the *Rideau River* by a long iron bridge.

129 M. *Smith's Falls* (423 ft.; *Rideau*, \$3½; *Russell*, \$2½; *Rail. Restaurant*), a divisional point, is a brick-making and manufacturing town of 10,549 inhab., on the *Rideau Canal* (see p. 197). It is also a station on the C.N.R. (p. 206) and the junction of lines to the S. to *Brockville* (see p. 197) and to the N. to *Carleton Place* (see p. 254). To the left lies *Big Rideau Lake* (p. 197). — 140 M. *Perth* (Hicks, \$3; *Revere*, \$2½; golf-course), on the *Tay River*, is an industrial town with 4600 inhab., whence *Rideau Ferry* (8 M.; p. 197) may be visited by stage or boat. The country traversed is unattractive.

At (144 M.) *Glen Tay*, where the line via Peterborough (R. 44b) diverges to the right, our line turns to the S.W. 153 M. *Christie Lake*; 159 M. *Bolingbroke*. 170 M. *Tichborne* is the junction of lines to *Kingston* and to *Renfrew* (see p. 217). 190 M. *Lens*. — From (216 M.) *Shannonville* (comp. pp. 205, 207) our line runs more or less parallel to RR. 44c and d all the way to Toronto. 221 M. *Belleville* (see p. 205); 231 M. *Trenton* (see p. 205), a divisional point; 241 M. *Brighton* (comp. pp. 206, 207; *Presqu'île*, \$3½, 7 M. from the station, is a fishing and bathing resort); 249 M. *Colborne* (p. 206); 264 M. *Cobourg* (see p. 206); 270 M. *Port Hope* (see p. 206); 293 M. *Bowmanville* (p. 206); 303 M. *Oshawa* (see p. 206); 307 M. *Whitby* (comp. p. 206); 319 M. *Cherrywood* (p. 207). At (328 M.) *Agincourt* our line is rejoined by that via Peterborough (comp. above).

341 M. *Toronto* (Union Station), see R. 45.

b. By Canadian Pacific Railway via Peterborough.

339 M. RAILWAY in $9\frac{1}{2}$ - $11\frac{1}{4}$ hrs. (fares, etc. as at p. 201).

From *Montreal* (Windsor St. Station) to (144 M.) *Glen Tay*, see p. 201. We here diverge to the right from the 'Lake Ontario Shore Line'. — 165 M. *Sharbot Lake* (646 ft.; see p. 217). Good shooting and fishing are obtained here (comp. p. lx) and the scenery is attractive, with lakes on both sides of the railway. — 190 M. *Kaladar* (Bon Echo, \$ 4; Carman, \$ 3), a summer-resort. At (207 M.) *Tweed* (Huyck's, \$ 3; 1390 inhab.), on the *Moir*, connection is made with the C.N.R. lines to Yarker (Napanee, etc.; p. 207) and to Bannockburn (p. 205). To the left lies *Lake Stoco*. At (216 M.) *Ivanhoe* (p. 205) we cross a branch of the G.T.R.; and at (224 M.) *Bonarlaw* (598 ft.; p. 205) we intersect the C.N.R. — 238 M. *Havelock* (Rail. Restaurant), a divisional point, with 1500 inhab.

262 M. *Peterborough* (949 ft.; *Empress*, \$ 4; *White House*, *Grand*, \$ 3; *U. S. Cons. Agent*), an important railway-centre and industrial city, with (1921) 20,989 inhab., a Roman Catholic cathedral, and a provincial Normal School, lies on the *Otonabee* (see below), which here descends 150 ft. within a few miles and affords the motive power for numerous mills, large electrical engineering works, and other manufactories. The country of which this is the focus is full of pretty lakes and rivers, offering much to attract both tourist and sportsman. The so-called 'Rice Lake' or 'Peterborough' (birch-bark) canoe originated here.

The *Otonabee* (see above) forms part of the *Trent Valley Canal* (p. 205); and the *Hydraulic Lift Lock* here is the largest in the world. It consists of two huge steel chambers or pontoons (140 ft. by 33 ft.), working up and down between guiding towers. The vessel enters one of the chambers and is raised 65 ft. by loading down the other chamber with water. The operation takes 12 minutes.

Steamers ply from Peterborough down the *Otonabee River* to (ca. 20 M.) *Rice Lake* (Lakeview Hotel, from \$ 3, at *Harwood*; *Rice Lake Ho.*, \$ 3, at *Gore's Landing*), about 17 M. long and 3-4 M. wide, noted for its musk-kinonge and bass fishing. At its N. end it is joined by the *Trent* (see p. 205).

FROM PETERBOROUGH TO LAKEFIELD, 9 M., *Grand Trunk Railway* in $\frac{1}{2}$ hr. This line forms the shortest approach to the picturesque district of the **Kawartha Lakes* (ca. 850 ft. above the sea and 600 ft. above Lake Ontario), a favourite shooting, fishing, and summer resort. The lakes form part of the *Trent Valley Canal* (see p. 205). — *Lakefield* (770 ft.; *Commercial*, \$ 2), with about 2000 inhab., lies at the point where the *Otonabee River* begins to expand into the narrow *Lake Katchewanooka*, the first of the *Kawartha Lakes*, and is the starting-point of a steamer which plies through the whole chain of fourteen lakes to (70 M.) *Coboconk* (p. 203), at their W. extremity.

[STEAMER ROUTE ON KAWARTHA LAKES. On leaving *Lakefield* and *Lake Katchewanooka*, the steamer enters *Clear Lake* (lock) and calls at *Young's Lake* (South Beach Hotel, from \$ $3\frac{1}{2}$; *Lakeview*, \$ $2\frac{1}{2}$). — From *Clear Lake* we pass into **Stony Lake* (area 19 sq. M.), a beautiful sheet of water, ca. 10 M. long and 2 M. wide, with thickly wooded shores and over 150 islands. There are the resorts of *Mt. Julian* (*Viamede*, \$ 4; *Mt. Julian*, \$ 3), *Juniper Island* (*Glenwood*, \$ 3) and *Hall's Glen* (*Victoria*, from \$ 3). — In passing from *Stony Lake* into the E. bay of *Buckhorn Lake* (area 14 sq. M.) we call at *Burleigh Falls* (Park, from \$ $3\frac{1}{2}$). At the narrow strait leading

to the main part of the lake are *Hall's Bridge* (i.e. Oak Orchard, \$ 3½; Buckhorn, Windsor, \$ 3) and the *Buckhorn Falls* (r.). To the S. of Buckhorn Lake is *Chemong Lake*, where the steamer calls at *Bridgenorth* (Chemong Park Hotel), reached from Peterborough also by road (see below). — We next reach *Pigeon Lake* (area 15 sq. M.), with some large wooded islands. — *Bobcaygeon* (854 ft.; Iroquois, Rockland, \$ 3½; railway, see below), one of the chief resorts on the lakes, with about 1000 inhab., lies on an island between Pigeon Lake and *Sturgeon Lake* (area 18 sq. M.), and is not regularly called at by the steamers. On *Sturgeon Lake* the steamer calls at *Sturgeon Point*, *Pleasant Point*, and *Fenelon Falls* (845 ft.; Kawartha, from \$ 3; railway, see below). — We next cross the smaller *Cameron Lake*, reached by a lock with a rise of 28 ft., and from this we pass into *Balsam Lake* (area 17 sq. M.), at the entrance to which lies *Rosedale* (Sylvan Lodge, \$ 3), a good camping and fishing place. The steamer now turns to the N. and reaches the end of the route at *Coboconk* (Pattie Ho., \$ 3), which is also the terminus of a railway running to *Scarboro Junction* (p. 266). From the large W. bay of Balsam Lake the *Trent Valley Canal* (see p. 265) runs to *Lake Simcoe* (p. 242).]

Automobiles and stages also run regularly during summer from Peterborough to (6 M.) *Bridgenorth* (see above).

FROM PETERBOROUGH TO HALIBURTON, 79 M., G.T.R.: from Peterborough to (23 M.) Lindsay in 1 hr., thence to (56 M.) Haliburton in 2½-3½ hrs. (fare \$ 2.75). 14 M. *Omeme Junction* (see p. 206). At (23 M.) Lindsay (854 ft.; *Benson Ho.*, from \$ 4; *Elmure R.*, from \$ 1), a thriving little town with (1921) 7542 inhab., our line diverges to the right from another line to (15 M.) *Lorneville Junction* (see p. 206), and runs to the N. through the district of the *Kawartha Lakes* (see p. 202). Steamers ply from Lindsay via the *Scugog River* to various points on the lakes; branch-lines run to (16 M.) *Bobcaygeon* (see above), *Barkton* (see below), etc. — 30 M. *Cameron*, on *Sturgeon Lake* (see above). At (37 M.) *Fenelon Falls* (see above) we cross the strait connecting *Sturgeon Lake* with *Cameron Lake*. 48 M. *Burnt River*; 56 M. *Kinnoumt*; 59 M. *Howland* (see p. 205); 66 M. *Gelert*; 70 M. *Locklin*. — 79 M. *Haliburton* (Royal Shgt. with 680 inhab., in a lake district noted for its speckled trout).

Other lines of the G.T.R. run from Peterborough to the E. to (54 M.) *Madoc Junction* (see p. 205) and to the S. to Port Hope (see p. 206).

FROM PETERBOROUGH TO LINDSAY AND PORT MCNICOLL, 103 M., *Canadian Pacific Railway* in 4¼ hrs. (fare \$ 4.10). This line diverges to the right from the main line at (14 M.) *Drummond* (see below). 33 M. *Lindsay* (see above); 42 M. *Grasshill*; 53 M. *Eldon*; 62 M. *Brechin* (p. 206). At (75 M.) *Orillia* (p. 242) we cross the line of the G.T.R. from Toronto to North Bay. 83 M. *Uthoff*. At (92 M.) *Medonte* (p. 249) we intersect the C.P.R. line from Toronto to Bala (Muskoka Lakes) and Sudbury. — 103 M. *Port McNicoll*, see p. 263.

The district now traversed is fertile and highly cultivated. Beyond (271 M.) *Cavan* we cross the G.T.R. branch from Port Hope to Omeme Junction (see p. 206); 276 M. *Drumond* (Rail. Restaurant; see above); 279 M. *Manvers*. — From (292 M.) *Burketon* (Rail. Restaurant) a branch-line runs to (22 M.) *Lindsay* (see above) and (38 M.) *Bobcaygeon*, forming another convenient approach to the Kawartha Lake Region (see p. 202); from (6 M.) *Nestleton*, on this line, a stage runs in summer to (4 M.) *Caesarea* (Kenosha Hotel, \$ 3), a pretty resort on *Lake Scugog* (area 39 sq. M.). — 301 M. *Myrtle* is the junction of lines (G.T.R.) to (11 M.) *Whitby Junction* (p. 206) and to (9 M.) *Port Perry* (St. Charles, \$ 3), a summer-resort on Lake Scugog, and (22 M.) *Manilla Junction* (see p. 206). — 318 M. *Locust Hill*. 326 M. *Agincourt* and thence to —

339 M. *Toronto* (Union Station), see p. 201.

c. By Grand Trunk Railway.

334 M. RAILWAY in $7\frac{3}{4}$ -12 hrs. (fare \$ 11.50, sleeper \$ 3.75, parlor-car \$ $1\frac{1}{2}$). The best train is the 'International Limited'. This line skirts the *St. Lawrence* and *Lake Ontario* for a great part of its course.

Leaving *Montreal* (Bonaventure Station; p. 131), the train runs to the W., passing (2 M.) *St. Henri* (p. 15) and (7 M.) *Dominion*, with extensive railway-carriage works and foundries. At (8 M.) *Lachine* (see p. 220), where we have a fine view of the C.P.R. bridge (p. 47) to the left, we pass under the C. P. R. 10 M. *Dorval* (see p. 187). Farther on we hug the broad *St. Lawrence*. The country is picturesque and fertile. The C.P.R. runs parallel with our line for some distance. 13 M. *Valois* (Valois Hotel, from \$ 5); 14 M. *Lake-side* (Bay View, from \$ 3); 16 M. *Beaconsfield* (Grove, \$ 3).

21 M. *Ste. Anne de Bellevue* (**Clarendon*, \$ 5; *Bellevue*, \$ $2\frac{1}{2}$; *Canada*, from \$ 2), a quaint and picturesque French village of over 2000 inhab., situated at the W. end of the Island of Montreal, has been immortalized by Moore's 'Canadian Boat Song'. The little white church near the canal is the one to which Moore refers, while the house in which the poet lived is also shown. Just beyond are the picturesque remains of *Château Boisbriant* or *Senneville* (1699), in the grounds of Sir J. C. Abbott (d. 1893), sometime premier of the Dominion. The chief feature of *Ste. Anne* is *Macdonald College* (incorporated with McGill University, p. 142), founded by Sir W. C. Macdonald of Montreal in 1907 in the interest of the rural communities of Canada. The college (ca. 500 students), occupying a plot of 786 acres, comprises a *School of Agriculture*, the *Protestant Provincial Normal School*, and a *School of Household Science*. *Ste. Anne* affords good boating, fishing (black bass, maskinonge, and doré or walleyed pike), and shooting (ducks and partridges).

We now cross two arms of the *Ottawa*, separated by the isle of *Perrot* (p. 146). 24 M. *Vaudreuil* (p. 187). At (38 M.) *Coteau Junction* the lines to *Ottawa* (R. 39c) and to (5 M.) *Valleyfield* (p. 17) diverge to the right and left. Our line continues to skirt the *St. Lawrence*, of which we have fine views to the left. 54 M. *Lancaster* (164 ft.), in the *Province of Ontario* (p. 210). From (60 M.) *Summerstown* one may visit *Stanley Island* (see p. 220). At (68 M.) *Cornwall* (see p. 220; Rail. Restaurant) we connect with the *Ottawa & New York Railway* (p. 197). 82 M. *Farran's Point*; 93 M. *Morrisburg* (268 ft.; p. 219). — At (114 M.) *Prescott* (309 ft.; p. 219), the junction of a C.P.R. line to *Ottawa* (see p. 196), connection is made by ferry to *Ogdensburg* ($\frac{1}{4}$ hr.; p. 219) with the *New York Central & Hudson Railroad* and in summer also with the *St. Lawrence* steamers (R. 46). — 126 M. *Brockville* (280 ft.; see p. 219), a divisional point, is the junction of a C.P.R. line to *Smith's Falls* and *Ottawa* (see p. 196). Just before (130 M.) *Lyn* (Cliff Chateau, *Crystal Beach*, \$ 4) a line of the C.N.R. diverges to the right for (44 M. from *Brockville*) *Westport* (p. 198) viâ (17 M.) *Athens* (*Cedar Park*, \$ $\frac{3}{2}$),

on Charleston Lake, 5 M. from the station). — Our line now quits the river for a time, running through hop-gardens and grain-fields. 147 M. *Lansdowne* (Ivy Lea, \$4, a summer-resort on the St. Lawrence, 4 M. distant). Beyond (154 M.) *Gananoque Junction*, for a line to (6 M.) *Gananoque* (p. 218), we cross a stream, and at (169 M.) *Rideau* we cross the mouth of the *Rideau Canal* (see p. 197). A little farther on we see *Kingston* (p. 217). 2-3 M. to the left, with its church-spires, martello tower, etc. 173 M. *Kingston Junction*. Farther on, the line again bends inland. We cross a pretty little river in entering —

199 M. *Napanee* (*Campbell*, \$3), a grain-trading town (pop. 3000), embosomed in trees; 205 M. *Deseronto*, both also stations on the C.N.R. (p. 207).

214 M. *Shannonville*. — 221 M. *Belleville* (251 ft.; *Quinté*, from \$ 3¹/₂; *New Queen's*, \$ 3), also a station on the C.P.R. (p. 201) and the C.N.R. (p. 207), is a busy industrial city of 12,163 inhab., on the N. shore of the beautiful **Bay of Quinté*, an arm of Lake Ontario, of which we have views to the left farther on. Its industries include large cement works, and among its educational institutions are *Albert College* (over 300 students), founded in 1857 and affiliated with the University of Toronto (p. 213), and the *Ontario School for the Deaf*. The favourite summer-resort of the Bellevillians is at *Mississauga Point* (Hotel, from \$ 2), on the other side of the bay.

From Belleville a line of the G.T.R. runs N. to (12 M.) *Madoc Junction* (p. 203), (18 M.) *Leanhoe* (p. 202), and (27 M.) *Madoc* (St. Lawrence, \$ 3; pop. 1160) where fluor-spar and talc are mined.

233 M. *Trenton* (*Gilbert Ho.*, \$ 3¹/₂; *Quinté*, \$ 2¹/₂), also a station on the C.P.R. (p. 201) and the C.N.R. (p. 207), is a manufacturing town of (1921) 5892 inhab., situated at the mouth of the wide and picturesque *Trent*, the outlet of *Rice Lake* (p. 202), and near the W. end of the Bay of Quinté. The Trent forms the S. end of the *Trent Valley Canal* or *Trenton Waterway* (comp. p. 202), a mainly natural water-route extending to (200 M.) *Midland* (p. 242), on Georgian Bay.

FROM TRENTON TO PICTON, 31 M., C.N.R. (Can. Nor. Div.) in 1½ hr. — The railway runs S. to (4 M.) *Canal*, where it crosses the Murray Canal connecting *Weller Bay* and *Bay of Quinté*. 9 M. *Consecon* (Hill Crest, \$ 2¹/₂). — 31 M. *Picton* (322 ft.; *Royal*, \$ 3¹/₂; *Globe*, \$ 3; golf-course), a town of 3800 inhab., with a considerable canning industry, situated at the E. end of the *Prince Edward Peninsula*, which encloses the Bay of Quinté (see above). The picturesque and varied shores of the peninsula may be visited by steamer. In the highest part of it is the *Lake of the Mountain*, with no known affluent. At *Big Sandy Bay* (*Lake Shore Ho.*, \$ 3) are curious white *Sand Banks*, which are encroaching on the land at the rate of 150 ft. every winter. 'The active agent in the movement appears to be the drifting snow which entangles the sand and carries it forward. On the hottest day snow may be found a short distance down' (*Picturesque Canada*).

Another C.N.R. line runs N. through an iron-mining district to (102 M.) *Maynooth* (Arlington, \$ 2¹/₂) viâ (25 M.) *Bonarlaw* (p. 202), (46 M.) *Bannockburn* (p. 207), (66 M.) *Ormsby Junction* (1160 ft.), for a branch-line to (7 M.) *Coe Hill* (*Wilson Ho.*, \$ 2), and (86 M.) *Bancroft* (1073 ft.; *Bancroft*, \$ 3; *Queen's*, \$ 2¹/₂), the junction of a line to (54 M.) *Howland* (p. 203). — A steamer plies daily from Trenton to *Rochester, N.Y.* (see *Baedeker's United States*).

Farther on, the line skirts the N. shore of *Lake Ontario* (p. 225). 242 M. *Brighton* (pp. 201, 207); 250 M. *Colborne* (p. 201). — 264 M. *Cobourg* (295 ft.; *Arlington*, \$ 5; *Cedarmere, New Dunham*, \$ 3½; *Baltimore*, \$ 3; *Rail. Restaurant*; golf-links), also a station on the C.P.R. (p. 201) and the C.N.R. (p. 207) is a lake-port, with a fine harbour, and a manufacturing town (pop. 4835), with car-works, woollen mills, etc. It is also much frequented as a summer-resort.

A car ferry is run across *Lake Ontario* by the G.T.R. between *Cobourg* and (ca. 50 M.) *Charlotte, N.Y.* (comp. p. 216).

271 M. *Port Hope* (265 ft.; *Queens*, \$ 3¼), also a station on the C.P.R. (p. 201) and the C.N.R. (p. 207), is a lake-port and summer-resort with 5100 inhab. and various industries.

From *Port Hope* a G.T.R. branch-line runs to (31 M.) *Peterborough* (p. 202) viâ (18 M.) *Millbrook*, junction for (15 M.) *Omenee Junction* (p. 203).

286 M. *Newcastle*; 291 M. *Bowmanville* (150 ft.; *Bowman*, \$ 3; see p. 201), a thriving manufacturing town with 4000 inhab.; 301 M. *Oshawa* (331 ft.; *Queen, Commercial*, from \$ 3; golf-course), also on the C.P.R. (p. 201) and the C.N.R. (p. 207), is another industrial town (automobiles, etc.), with 11,552 inhabitants. — From (305 M.) *Whitby Junction* (*Royal*, \$ 3½; 3200 inhab.) a line runs to (33 M.) *Manilla Junction* (see p. 203). — 341 M. *Pickering*, on a small lake; 348 M. *Port Union*. — 325 M. *Scarboro Junction*.

Near *Scarboro Junction* are *Scarboro Heights* or *Bluffs*, consisting of picturesque clay cliffs descending to *Lake Ontario*, and offering a most interesting instance of inter-glacial action. They lie about ½ M. from the terminus of the *Scarboro* branch of the *Toronto* and *York Radial Railway* and are frequently visited from *Toronto*.

FROM *SCARBORO JUNCTION* TO *COBOCONK*, 77 M., G.T.R. in 4½ hrs. (fare \$ 2.70). — At (5 M.) *Agincourt* (p. 203) we cross the C.P.R. line. 13 M. *Markham*. At (20 M.) *Stouffville Junc.* the line to *Sutton* (see below) diverges to the left. 41 M. *Blackwater Junc.* (*Rail. Restaurant*), where the line to (6 M.) *Manilla Junc.* (see p. 203) diverges to the right. At (55 M.) *Lorneville Junction* a line diverges to (27 M.) *Orillia Junction* (see p. 242) viâ (7 M.) *Beaverton* (*Victoria Park*, \$ 3; see p. 250) and (15 M.) *Breckin* (*Victoria*, \$ 2½; see p. 203), both summer-resorts on *Lake Simcoe* (p. 242). — 77 M. *Coboconk* (p. 203).

FROM *SCARBORO JUNCTION* TO *SUTTON*, 45 M., G.T.R. in 3 hrs. (fare \$ 1.55). At (20 M.) *Stouffville Junction* the line to *Coboconk* (see above) diverges to the right. 32 M. *Mount Albert* (p. 250). — 45 M. *Sutton*, comp. p. 242.

329 M. *York*; 331 M. *Riverdale*, within the city-limits of *Toronto*.

334 M. *Toronto*, see p. 207.

d. By Canadian National Railways.

371 M. — RAILWAY from *Montreal* to (114 M.) *Ottawa* in 3¾-4 hrs., thence to (257 M.) *Toronto* in 8¾ hrs. (fares, etc. as at p. 204), or by 'The Queen City' (with dining and parlor cars), which, however, runs from *Napanee* (see p. 207) over the G.T.R. tracks (comp. R. 44c), in 7½ hrs. This route affords a means of easy access to the *Rideau Lake District* (see R. 41).

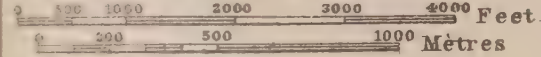
From *Montreal* (Tunnel Terminal) to (114 M.) *Ottawa*, see R. 39d. Soon after leaving the town we diverge to the left (S.) from the line to *Capreol* (*Sudbury*; R. 42). — 124 M. *Richmond*.

At (156 M.) *Smith's Falls* (p. 201) we intersect the C.P.R. line and cross the *Rideau Canal* (p. 191). We now enter the *Rideau*



TORONTO

1 : 33,000



- | | |
|------------------------------|------|
| 1. Princess Theatre | D.3. |
| 2. Molson's Bank | D.3. |
| 3. | |
| 4. Board of Trade Building | E.3. |
| 5. Albany Club | E.3. |
| 6. Trader's Bank | E.3. |
| 7. | |
| 8. Canada Life Assurance Co. | E.3. |

University of Toronto D 1, 2 :

- | Buildings: | |
|-------------------------------|----------------------------------|
| 9 Government Observatory D1 | 24 Mineral & Geol. Bldg. |
| 10 Mc Master University | 25 Geol. & Archaeol. Mus. D2 |
| 11 Wycliffe College | 26 Queen's Hall (Ladies' Res.) " |
| 12 Household Science Bldg. | 27 Conservatory of Music " |
| 13 Hart House | 28 R. Coll. of Dent. Surgeons " |
| 14 Main Bldg. & Univ. College | 29 Sir J.A. Macdonald D12 |
| 15 Library | 30 Soldiers' Mon. Riel |
| 16 Medical Building | 31 General Simcoe " |
| 17 Biological " | 32 Queen Victoria |
| 18 | 33 George Brown |
| 19 Convocation Hall | 34 Sir Oliver Mowat |
| 20 Physics Building | 35 Sold. Mon. Fenian |
| 21 Engineering " | 36 Raid 1866 |
| 22 Chemical " | |
| 23 Canadian Institute | |

Lake District (comp. p. 197). 163 M. *Lombardy*; 173 M. *Portland* (see p. 197) on the E. shore of Big Rideau Lake. — From (178 M.) *Forfar* a C.N.R. line runs E. to (35 M.) *Brookville* (p. 204) and W. to (10 M.) *Westport* (see p. 195). — Beyond (185 M.) *Chaffey's Locks* (p. 198), where we cross the Rideau Canal between *Lake Opinicon* (p. 198) and *Indian Lake*, the railway runs along the first-named lake. — 202 M. *Sydenham* (433 ft.), at the S. end of the lake of that name; 206 M. *Harrowsmith* (p. 217). 213 M. *Yarker* is the junction of a C.N.R. line to (35 M.) *Tweed* (p. 202) and (55 M.) *Binnockburn* (p. 205). — 226 M. *Napanee*, also a station on the G.T.R., see p. 205.

232 M. **Deseronto** (252 ft.; *New Arlington, Stewart Ho.*, \$ 3), a lumber trading and industrial town (2500 inhab.), lies at the end of the beautiful **Bay of Quinte* (p. 205). There is a blast-furnace (charcoal pig-iron), and the environs are well adapted to fruit-growing. Near Deseronto is the attractive *Forester's Island Park* (hotel). — Beyond Deseronto the next part of the line coincides with that of the G.T.R. (R. 44c). 241 M. *Shannonville* (p. 205); 249 M. *Bellerive* (see p. 205); 261 M. *Trenton* (Rail. Restaurant; see p. 205), a divisional point. Beyond (270 M.) *Brighton* (pp. 201, 206) our line runs to the N. of the G.T.R. — 293 M. *Cobourg* (see p. 206); 299 M. *Port Hope* (see p. 205); 318 M. *Orono*; 332 M. *Oshawa* (p. 206). 349 M. *Cherrywood* (p. 201); 355 M. *Malverra*; 361 M. *Don* (Queen Street East). 371 M. *Toronto* (Union Station), see below.

45. Toronto.

Arrival. The *Union Railway Station* (Pl. D, 3, 4) lies on the lake front, within a stone's throw of all the leading hotels except the *King Edward*. The *Steamboat Wharves* are at the foot of Yonge St. (Pl. E, 4). [A new railway station has been erected but will not be opened for some time.] — *Hotel Omnibuses* (25 c.) and *Cabs* (see below) meet the trains and steamers. Baggage may be sent to the hotels by the transfer-agents or the hotel-porters.

Hotels. *KING EDWARD* (Pl. h, E 3), at the corner of King St. and Victoria St., a large and elaborately fitted-up house, with 40 rooms (18-story annexe under construction), R. from \$ 2½, with bath \$ 3½; *QUEEN'S* (Pl. a; D, 3), pleasantly situated in Front St., from \$ 5, R. from \$ 2½; *WALKER HO.* (Pl. d; D, 3), cor. of York St. and Front St., from \$ 5, R. \$ 2½; *CARLIS-RITE*, Front St. (Pl. C, D, 3), from \$ 5, R. \$ 2½; *PRINCE GEORGE*, 91 York St. (Pl. D, 3), R. \$ 2½; *WESTMINSTER*, 240 Jarvis St. (Pl. E, 2, 1), R. \$ 2½; *ARLINGTON* (Pl. e; D, 3), cor. of King St. and John St., \$ 4½; *IROQUOIS* (Pl. g; D, 3), 141 King St. W., from \$ 3½; *WAVERLEY*, 482 Spadina Ave. (Pl. C, 3-1), R. \$ 2; *ELLIOTT HO.* (Pl. f; E, 2, 3), 63 Shuter St., \$ 3½; *DALY HO.*, 27 Simcoe St. (Pl. D, 3, 2), R. \$ 1½; *GLADSTONE*, 1214 Queen St. W., R. \$ 1½; *ALEXANDRA*, 184 University Ave. (Pl. D 2), R. \$ 1½. — *PIERSONS HO.* and *MANITOU HO.* (both from \$ 3) are on the Island (p. 215). Those who wish for quiet should ask for rooms away from the street-car lines; in May, at the time of the horse-races (comp. p. 208), rooms should be secured in advance.

Restaurants. *McConkey*, 29 King St. West; *Nasmith's*, 71 & 452 King St. West; *Child's*, cor. of Yonge St. and Richmond St.; *Yonge Street Cafeteria*, 185 Yonge St.; *Grill Room of the King Edward Hotel* (see above); *Eaton's Department Stores*, cor. of Yonge St. and Queen St.; *Railway Restaurant*.

Cabs. HORSE CABS. By distance: 1-4 persons 50c. per mile, each addit. ½ M. 25c. By time: with one horse, \$ 1 per hour for 1-3 pers.;

with two horses, 1-4 pers. \$ 1.50 per hour. Fares fifty per cent higher after midnight. One trunk free, each extra trunk 5 c. — **MOTOR CARS AND TAXICABS.** By distance: for $\frac{1}{2}$ M. or less, 1-4 pers. 40 c., each addit. $\frac{1}{4}$ M. 10 c.; 10 c. for each 4 min. of waiting; trunks 20 c. each, hand luggage free if carried inside. By time: for 1-6 pers., \$ 4 per hour for the first 2 hrs., each addit. hour \$ 3, each addit. pers. \$ 1 per hour.

Electric Tramways (comp. Plan) traverse the principal streets and reach various suburban points (fare 5 c., after midnight 10 c.; 6 day-tickets 25 c.; liberal system of transfers) The *Belt Line*, running in both directions via King St., Sherburne St., Bloor St., and Spadina St., affords a good general view of the city. It is better to take the car running to the E. on King St. — **Electric Railways** run from the termini of the tramways to *Mimico* (p. 226) and *Long Branch* (ev. $\frac{1}{2}$ hr.). *Weston* (p. 221), *Lambton*, *Newmarket*, *Scarboro Park*, *Port Credit* (p. 226), *Brampton* (p. 221), *Guelph* (p. 221), etc. — **Electric Motorbus to Hamilton** (p. 227) and intermediate places, by the highway, leaves King Edward Hotel (p. 211) 5-6 times daily (fare \$ 1.25).

Observation Coaches, calling at all the principal hotels, drive round the chief points of interest in and near the city several times daily (3 hrs.; fare \$ 1). — Small **Steamers** ply at frequent intervals to the *Island* (p. 215), the *Humber* (p. 241), *Long Branch* and *Lorne Park*, *Scarboro Park* (p. 216), *Bowmanville*, etc. Larger boats ply to *Hamilton* (p. 228), to *Niagara-on-the-Lake* and *Leiston* (comp. p. 225), to *Port Dalhousie* (p. 230) and *St. Catharine's* (p. 228), etc. The steamer for *Kingston*, the *St. Lawrence*, and *Montreal* (see R. 46) leaves the foot of Yonge St. (Pl. E, 4) every afternoon.

Places of Amusement. *Royal Alexandra Theatre*, King St. West; *Princess Theatre* (Pl. 1; D, 3), 167 King St. West; *Grand Opera House* (Pl. E, 3), *Majestic* (Pl. D, E, 3), *Adelaide St. West*; *Shea's*, cor. of Victoria St. and Richmond St. (Pl. E, 3); *Massey Music Hall* (Pl. E, 2, 3), see p. 212. — Good **Concerts** are given by the *Mendelssohn Choir*, the *National Chorus*, the *Schubert Choir*, and other societies. — **Bands** play in the public parks and gardens during summer. — Good **Cinema** ('movie') theatres are *Allen*, 15 Richmond St. E. and *Regents*, 25 Adelaide St. W. — **Variety Houses** are *Loew's*, 189 Yonge St. and *Pantages*, 263 Yonge St.

Sport. *Lacrosse Grounds* and *Baseball Grounds* at Hanlan's Point on the *Island* (p. 215); *Cricket Grounds*, on University Lawn; *Golf Links* at Lambton (see above; open to guests of the King Edward and Queen's Hotels), North Toronto (Rosedale Club), and other adjacent points. — **Curling** is another favourite sport (numerous rinks). — **Rowing and Sailing** are carried on with great ardour in Toronto Bay and the *Humber*. Among the chief clubs are the *Royal Canadian* (Pl. D, 6; p. 215) and *Queen City Yacht Clubs* (Pl. D, 4), the *Don and Argonaut Rowing Clubs* (Pl. D, 4), and the *Toronto Canoe Club* (Pl. D, 4). In winter *Ice Boating* is practised. — **Horse Races** are held at the Woodbine Racecourse (beyond Pl. G, 3; tramway), to the E. of the city, in May on 'Plate Day', the Saturday preceding the 24th of the month (the late Queen Victoria's birthday), when the 'King's Plate' is contested; **Horse Show** at the Armouries (Pl. D, 2; p. 213; usually about Easter).

Clubs. *Arts & Letters*, St. George's Hall, Elm St. (Pl. D, 2); *National* (Pl. D, 3), 98 Bay St.; *Toronto* (Pl. D, 3), 107 Wellington St. West; *York*, cor. of Bloor St. and St. George St.; *Albany* (Pl. 5; E, 3), 93 King St. East; *Granite*, 519 Church St.; *Toronto Hunt Club*, in North Toronto.

Art Exhibitions at the *Public Reference Library* (p. 214). and at the *Grange* (p. 214).

Newspapers. Morning: *Globe* (Lib.; comp. p. 211), *Mail & Empire* (Cons.). Evening: *Star* (Lib.), *Telegram* (Cons.).

Post Office (Pl. E, 3), Adelaide St. East (open 7-7); numerous branch offices. **Telegraph Offices.** *Canadian Pacific Telegraph Co.*, Canadian Pacific Railway Building, cor. of King St. and Yonge St. (Pl. E, 3); *Canadian National Telegraphs*, 17 Wellington St. East.

Tourist Agents. *Thos. Cook & Son*, Bank of Hamilton Buildings, 65 Yonge St. — **Express Service.** *Dominion Express Co.*, C.P.R. Building (see above); *American Express Co.*, Board of Trade Building (Pl. 4; E, 3); *Canadian Express Co.*, 55 Yonge St.; *Canadian Northern Express Co.*, Toronto St.

United States Consul, *Mr. Ch. W. Martin* (Traders Bank Building, p. 211). — There are also French, Swiss, Swedish, Norwegian (Traders Bank Building; p. 211) and other consular representatives.

Toronto (250-350 ft. above sea-level), the 'Queen City', the capital of Ontario and the second city of Canada, lies on the N. shore of *Lake Ontario*, in a large and sheltered bay. The river *Humber* forms its W. boundary, while the river *Don* flows through its E. part. The bay is formed by a narrow sandy island (see p. 215), about 6 M. long, enclosing a fine harbour $3\frac{1}{2}$ sq. M. in extent, with a narrow channel at the W. end (Pl. B, C, 4) and a cut on the S.E. side (Pl. F, 5, 6). The city, occupying an area of 32 sq. M., extends along the lake-front for about 10 M., and its site slopes gradually upwards to an ancient lake-margin 3 M. inland. The streets are laid out at right angles to each other and the buildings are generally substantial and often handsome. *Yonge Street*, running to the N. from the water's edge and extending under the same name to *Holland Landing* (p. 241), near *Lake Simcoe* 38 M. distant, divides the city into an E. and W. half. The chief business-streets are *Yonge St.*, *King Street*, *Queen Street*, *Wellington Street*, and *Front Street*, the last four running parallel with the lake-front. The fashionable residence-streets are *St. George Street*, to the W., and *Jarvis Street* (pretty lawns and gardens) and *Avenue Road Hill*, to the N. *Rosedale* (p. 216) is a fine residential quarter, and the district near the *Parliament Buildings* (p. 213) and *Toronto University* (p. 213) contains some handsome dwellings. The numerous parks comprise 1473 acres, exclusive of water areas. In 1901 Toronto contained 208,040 inhab., mainly Protestants of British stock; in 1920 the population was 512,812. — In July the mean temperature of Toronto is 68° Fahr. (absolute maximum 103°). The tempering influence of the Great Lakes on the climate is noticed especially in the high mean temperatures of the winter months (22° in Jan. and Feb.) when for four months only (Dec.-March) the mean monthly temperature is below freezing-point. The absolute minimum temperature is — 27°. The mean annual precipitation is 33 inches.

History. The name *Toronto* ('place of meeting') is first heard of as applied in the 17th cent. to the country of the Hurons, between *Lake Simcoe* and *Lake Huron*, but was afterwards naturally enough transferred to *Fort Rouillé*, a small French trading-post erected about 1749 at the starting-point of the river and portage route from *Lake Ontario* to the *Toronto* district (site marked by a pillar in the Exhibition Grounds, Pl. A, 4). The present city was founded by the United Empire Loyalists, under *Major-General Simcoe*, in 1793, under the name of *Fork*, and became the capital of the new province of Upper Canada in 1796 instead of *Newark* (*Niagara*; p. 225). The settlement grew at first but slowly, and contained only 900 inhab. at the outbreak of the war of 1812, in which it was twice sacked by the Americans. After this, however, its growth was more rapid and in 1834, when it received its city charter and changed its name to *Toronto*, the population of *York* was fully 10,000. *William Lyon Mackenzie*, leader of the unfortunate rebellion of 1837 (comp. p. 189), was the first mayor of Toronto. From 1849 to 1852 Toronto was the capital of *United Canada* (comp. p. 136). The later increase of Toronto has been phenomenal even among American cities. From 44,821 in 1861 the population rose to 86,415 in 1881, while in the next decade it was more than doubled. In

April, 1904, the wholesale district of Toronto (Pl. D, E. 3) was visited by a destructive fire, which spread over 14 acres and consumed property to the value of \$ 10,000,000; but the district has been rapidly rebuilt. — Toronto is governed by a Board of Control, consisting of a Mayor and four Controllers, and a Council of twenty aldermen, all elected annually. It has an excellent water and sewerage system. The power for the electric tramways and railways, which are owned and operated by the city, and for the lighting of the streets is supplied from the Niagara Falls (comp. pp. 211, 286). Extensive harbour improvements, including the creation of an industrial district of about 1000 acres on the area of Ashbridge's Bay (comp. Pl. G, 4, 5), have been almost completed, at an estimated cost of \$ 25,000,000. The head-offices of the Canadian National Railways (comp. p. 211) are in Toronto. — The population is as predominantly British and Protestant as that of Quebec (p. 156) is French and Roman Catholic, each city forming an epitome of the province of which it is the capital. It is the centre of Ontario, commercially, religiously, and educationally as well as politically, and has substantial grounds for the claim it sometimes makes of being the 'Boston of Canada'. Toronto contains about 300 churches, and Sunday is very strictly observed. — Comp. 'Toronto of Old', by *Dr. Scadding*, 'Landmarks of Toronto', by *J. R. Robertson*, and 'The Natural History of the Toronto Region', prepared for the World's Geological Congress of 1913, by the *R. Canadian Institute*.

Trade and Industry. The position of Toronto as the outlet of the Canadian North-West makes it of high commercial importance. There are 14 banks, with over 200 branch banks. The chief articles of export (\$ 2,456,057 in 1920) are timber, horses, wool, bacon, grain, clover and grass seeds, and various manufactured articles. It is also a great centre of the publishing trade. The value of its imports in 1920 was \$ 235,437,854. Its manufactures include foundry-products, stoves, leather, flour, etc., and have a total annual value of about \$ 506,000,000. The agricultural machinery works of *Massey & Harris* are widely known. The assessed value of taxable property in Toronto in 1920 for 1921 was \$ 696,535,003. In 1919 the harbour was entered by 4233 vessels, of 3,151,562 tons register.

Ontario, the province of which Toronto is the capital, is the richest and most populous in the Dominion, containing (1911) 2,523,274 inhab., an increase of about 15½ per cent since 1901 (2,182,947), or about 35 per cent of the total population of Canada. In 1921 its population amounted to 2,904,270. In 1917 the total number of Indians in the province was 26,411. In size it ranks next to Quebec, occupying since the inclusion of 146,400 sq. M. of the former *Kewatin District* (comp. p. 287), now known as *Patricia*, an area of 407,262 sq. M. (about 3½ times the size of Great Britain or twice the area of France). It is bounded by Hudson Bay on the N., James Bay and Quebec on the N.E. and E., the St. Lawrence and the Great Lakes on the S.E., S., and S.W., and Manitoba on the W. and N.W. Its surface and soil display a great variety of configuration and quality, but a large proportion of the province is suitable for agriculture, which forms the chief occupation of its people. The portion of the province lying to the S. of Lake Nipissing (p. 256), usually known as *Old* or *Southern Ontario* (ca. 77,000 sq. M.), includes the so-called Peninsula of Ontario (see p. xxxix), the richest, most thickly peopled, and most highly cultivated part of the province. The vast territory of *New* or *Northern Ontario* (ca. 330,000 sq. M.) possesses rich resources of timber and minerals and contains the fine farming land of the great clay belt (pp. 184, 247). The chief crops of Southern Ontario are wheat, barley, oats, Indian corn, turnips, and potatoes, while fruit-growing, stock-raising, dairy-farming, and the growing of tobacco and flax fibre are likewise successfully prosecuted (value of field crops in 1920: \$ 376,000,000). The huge and valuable forests (102,000 sq. M.), the principal timber of which is spruce, pine, poplar, and birch, make lumbering one of the chief industries (value of total forest cut in 1918 about \$ 42,000,000). The mineral wealth of the province is very great and its annual mineral production exceeds that of any other province of the Dominion, being valued at \$ 78,749,178 in 1920 or about one-third of the total mineral production of the Dominion. The minerals include gold

comp. pp. 248, 266; output in 1919: \$10,451,709), silver (pp. 246, 247, 265), nickel (p. 256), copper (p. 257), iron, cobalt (p. 246), gypsum, marble, salt, natural gas, and petroleum (p. 224). The absence of coal in the province is compensated for by an abundance of 'white coal', the available water-power being estimated at over 6,000,000 horse-power, the development and distribution of which is under the control of the Hydro-Electric Power Commission of Ontario (comp. p. 213). The development in 1919 amounted to over a million horse-power. Ontario ranks first as a manufacturing province, the annual output being about \$1,809,067,000. The long coast-line of the Great Lakes (ca. 1700 M.) affords excellent shipping facilities and has fostered an important trade. The imports and exports of the Province during the year ending March 31st, 1920, were \$529,310,004 and \$312,470,000 respectively. The value of the fisheries in 1919 amounted to about \$3,410,750.

Ontario was largely founded by the United Empire Loyalists after 1783 (comp. p. 209). It became a separate province, under the name of Upper Canada, in 1791; was re-united with Quebec in 1841; and once more became an independent province, with its present name, in 1867.

From the *Union Station* (Pl. D, 3), we may first follow *FRONT STREET* (Pl. C, D, 3), with its substantial warehouses, to the E. to its junction with *YONGE STREET*, where stand the *Bank of Montreal* (Pl. E, 3) and the *Board of Trade Building* (Pl. 4; E, 3), both to the left. To the right, at the lake-end of Yonge St., is the *Customs Warehouse*.

Following Yonge St. to the left, we cross Wellington St., with the *Bank of British North America* (right), pass the building of *The Globe* (Pl. E, 3) — one of the chief organs of Canadian Liberalism (L.; at the corner of Melinda St.), and soon reach *KING STREET* (Pl. A-G, 3), the crossing of these two busy thoroughfares forming the practical centre of the city. At the S.E. corner is the lofty building of the *Canadian Pacific Railway Offices* (10 stories); at the N.E. corner is the twenty-story building of the *Royal Bank of Canada*, the two top floors of which the *Board of Trade* now occupies. Adjacent lies the ten-story building of the *Traders Bank of Canada* (r.; Pl. 6, E 3), now merged in the Royal Bank.

In the section of King St. between Yonge St. and Bay St. (to the left or W. of Yonge St.) are the twelve-story building of the *Dominion Bank* (at the corner of Yonge St.) with a very fine hall, the *Manning Arcade*, the handsome buildings of the *Canada Life Assurance Co.* (Pl. 8; D, 3), the *Bank of Commerce* (at the corner of Jordan St.), the *Bank of Toronto* (at the corner of Bay St.), and the *Bank of Nova Scotia* (No. 39), by Darling, with a beautifully proportioned hall. At the corner of King St. and Bay St. stands the building of the *Toronto Mail & Empire* (Pl. D, 3). The *Stock Exchange* is in Bay St., between King St. and Wellington St.

We now follow King St. to the right (E.), passing, at the corner of Victoria St., the imposing *King Edward Hotel* (Pl. h, E 3; p. 207), with interesting frescoes by Mr. William Dodge in its hall. Nearly opposite are the chief offices of the *Canadian National Railways*. Farther on stands *St. James's Cathedral* (Pl. E, 3), a large Early English building, with some monuments and good stained-glass windows. The spire, 316 ft. high, contains a chime of bells and an elaborate clock (view; adm. to tower 10 c.). The grounds are laid out as a park. A few yards beyond the cathedral is the *St. Lawrence Hall or Market* (Pl. E, 3), managed by the city.

From St. James's Cathedral we follow **CHURCH STREET** (Pl. E, 1-3) to the N., crossing Adelaide St. East, at the corner of which (right) is the excellent *Central Circulating Library* (Pl. E, 3). Connected with it are fifteen other libraries or branch libraries, and the total number of books amounts to 390,000 vols. To the left, in Adelaide St., stands the *Post Office* (Pl. E, 3).

In Richmond St., between Yonge St. and Victoria St., is the huge red *Confederation Life Association Building*.

In the square enclosed by Church St., Queen St., Bond St., and Shuter St. stands the **Metropolitan Methodist Church** (Pl. E, 3), with its square tower and numerous pinnacles. It contains a great organ and an echo organ, having altogether 133 stops. On the N. side of the square are the stone *Parsonage* of this church and the *Methodist Deaconesses' Home*. On the opposite side of Shuter St. is the **R. C. Cathedral of St. Michael** (Pl. E, 2), with its graceful spire, stained-glass windows, and interior polychrome decoration.

To the W., at the corner of Shuter St. and Victoria St., is the large *Massey Music Hall* (Pl. E, 2, 3), for which Mr. H. A. Massey presented the city with \$100,000.

Farther out, Church St. passes the large ***Normal School** (Pl. E, 2), which stands in pleasant grounds and includes a library, an educational museum, a lecture-hall, and an art-gallery, with copies of the old masters, sculptures, engravings, models of Egyptian and Assyrian antiquities, views illustrating Canadian history, etc. (open, free, 9-5; catalogue 25 c.). It is attended by about 330 students. In front is a bronze *Statue of Dr. Ryerson* (1803-82), the founder of the educational system of Ontario, by H. MacCarthy.

In the meantime we follow **QUEEN STREET** (Pl. A-G, 3) towards the W. To the right, facing the end of Bay St., stands the ***City Hall and Court House** (Pl. D, E, 3), a large pile in a modern Romanesque ('Richardsonian') style, built by *Lennox* in 1891-9, with a lofty tower (300 ft. high; view) and huge illuminated clock, said to be the largest winding clock in N. America. The building cost \$2,500,000 and contains some interesting frescoes (by *G. A. Reid*) and portraits (W. L. Mackenzie, p. 209, etc.). The stained-glass window opposite the Queen St. entrance is 330 sq. ft. in area and represents the union of commerce and industry.

A little to the S., at the corner of Bay St. and Richmond St., is the imposing *Temple Building* (Pl. D, E, 3), finished in 1896 and containing the Canadian headquarters of the Independent Order of Foresters. The Order, presided over by a Supreme Chief Ranger, numbers about 300,000 members and has courts in all parts of the British Empire and in various foreign countries.

Farther on in Queen St., on the same side as the City Hall, between Chestnut St. and College Ave., is ***Osgoode Hall** (Pl. D, 3), the seat of the Superior Courts of Ontario, a building in the Italian Renaissance style, erected at a cost of \$300,000 and named after the first Chief Justice of Upper Canada. It contains an extensive legal library (25,000 vols.) and some good portraits, and is the seat of the *Law School*.

***UNIVERSITY AVENUE** (Pl. D, 2, 3), with its double row of elms and chestnuts, leads hence to ($2\frac{2}{3}$ M.) ***Queen's Park** (Pl. D, 1; 37 acres), originally belonging to Toronto University but now reserved as a

public pleasure-ground. At the S. entrance to the Avenue is the fine monument (by Alward) of the Canadian soldiers who fell in the South African war. On the left (W.) side of the Avenue we pass the Canadian Military Institute, the Veterinary College, the Ontario College of Physicians & Surgeons, the fine offices of the Hydro-Electric Power Commission of Ontario, and the Conservatory of Music (Pl. 27, D. 2). The large red buildings to the right in University Ave., to the N. of Osgoode Hall, are the *Armouries* (Pl. D. 2; comp. p. 208). At the S. end of the park stand the massive buildings of the **Provincial Parliament** (Pl. D. 1), erected in 1888-92 at a cost of about \$1,300,000. They are in a 'neo-Grecian' style, from the design of Waite of Buffalo, and, but for the roofs, make a dignified and imposing appearance. The interior is admirably fitted up (public admitted to the galleries; reserved seats on application to the Speaker). The N. wing contains the offices of the *Provincial Department of Education*. Near the Parliament Building are a *Monument* (Pl. 35) to the memory of Canadian volunteers who fell in the Fenian raid of 1866; a *Statue of Queen Victoria* (Pl. 32), by Raggi, with panels by Alward and Banks; statues of the *Hon. George Brown* (Pl. 33; 1818-80; by Birch), a distinguished Canadian statesman and founder of the 'Toronto Globe' (p. 211), of *General Simcoe* (Pl. 31; p. 209; by Alward), of *Sir Oliver Mowat* (Pl. 34; by Alward), and of *Sir John Macdonald* (Pl. 29; p. xxvi; by Hamilton MacCarthy), and a *Monument* (Pl. 30; by Alward) commemorating the North West Rebellion of 1885 (comp. p. 317). — To the W. of the park are the extensive buildings of the —

***University of Toronto** (Pl. D. 1), forming, perhaps, the finest ensemble of college architecture in the W. hemisphere. The main building, or *University College* (Pl. 14; Faculty of Arts), in the Norman style, with a massive central tower, was finished in 1859, but was unfortunately burned down in 1890. Since then, however, it has been rebuilt in substantially the same form as before (architect, Dick). Within the University Grounds are the *Convocation Hall* (Pl. 19; an imposing circular building with a fine façade), the *Medical Building* (Pl. 16), the *Engineering Building* (Pl. 21), the *Museum* (Pl. 24; good Chinese, Egyptian, Cretan, and Palestine collections), the *Faculty of Applied Science* (Pl. 12), the *Library* (Pl. 15; portraits of Goldwin Smith, Sir Daniel Wilson, Edward Blake, etc.), the *Chemistry Building* (Pl. 22), the *Biological Building* (Pl. 17). *Hart House* (Pl. 13), a fine building opened in 1920, is the richly equipped social and athletic Union of the men students.

The *Main Entrance* to University College, with a handsome portico, is in the tower, on the S. The E. and W. wings are entered from a spacious vestibule, with fine stone pillars and carving; on the walls are the names of the 560 members of the University who fell in the Great War, and a bronze plate with the poem 'In Flanders Fields' written by Col. (Dr.) John McCrae (d. 1918). On the second floor are two lofty and well-proportioned *Halls*, with noteworthy wood-carving. The *Senate Chamber*, in the E. wing, is approached by a staircase with a dragon carved in wood.

The W. wing contains *Laboratories* etc. The View from the *Tower* (key kept by janitor; gratuity) includes the whole city and its environs. — A fine *Campus* (Pl. D, 1) has been laid out to the N. of the main building.

The University of Toronto, founded in 1527 and, together with University College and other affiliated colleges, now attended by over 5600 students, offers a complete course of training in arts, medicine, engineering, agriculture, etc. Federated with the University of Toronto are *Victoria University* (see below); *Trinity College* (see below); the Presbyterian *Knox College* (Pl. C, 1), in Spadina Ave.; the Episc. *Wycliffe College* (Pl. 11; D, 1), behind the University; and the R. C. *St. Michael's College* (Pl. D, 1; Arts), in St. Joseph St. Affiliated with it are the *Royal College of Dental Surgeons* (Pl. 28; D, 2), College St.; the *Ontario College of Pharmacy*, 52 Gerrard St.: the *Ontario Veterinary College* (p. 213); the *Conservatory of Music* (Pl. 27, D, 2; 1400 pupils), College St., cor. of University Ave.; the *Ontario Agricultural College* at Guelph (p. 221); *Albert College* at Belleville (p. 205), etc.

Victoria University (Pl. D, 1), a little to the N. of Queen's Park, is an important Methodist institution, the academic department of which, known as *Victoria College* (over 570 students) and founded in 1836 (formerly at Cobourg) comprises faculties of arts and divinity and is federated with the University of Toronto. — *Queen's Hall* (Pl. 25; D, 1, 2), *Argyll House*, and *Annesley Hall* (Pl. D, 1) are dormitories for girl-students.

McMaster University (Pl. 10; D, 1), a brick and stone building to the N. of the park, facing Bloor St. is an independent Baptist institution, with faculties of arts and theology (about 300 students): affiliated colleges at Woodstock and Brandon, pp. 223, 235). *Moulton College* (31 Bloor St. East), for girls, is part of the university. — Near McMaster University is the *Dominion Governmental Observatory* (Pl. 9; D, 1).

At the N.W. corner of St. George St. and College St. stands the *Public Reference Library* (Pl. C, 2; 90,000 vols.), for which the late *Mr. Andrew Carnegie* gave \$350,000. The 'Historic Room' contains the *J. Ross Robertson Collection* of Canadian engravings, prints, and paintings (about 3715 exhibits). There is also an *Art Museum* (3rd floor) where exhibitions are held throughout the year. — Immediately adjacent to the Library is the *Royal Canadian Institute* (Pl. 23; D, 2), with a valuable scientific library and a reading-room.

From the university we may go on through *Beverley St.* (Pl. D, 2, 3), near the S. end of which we turn to the left into *Grange Road*, with **The Grange** (Pl. D, 2), an interesting old Colonial mansion, formerly occupied by Professor Goldwin Smith (d. 1910) and now the headquarters of the *Art Museum* (new gallery) & *College of Art* (1920). The Grange was closely associated with the famous 'Family Compact' (p. xxv). — *John Street* (Pl. D, 2, 3) leads hence to the S. soon crossing **QUEEN STREET WEST** (Pl. A, C, 3), which we now follow to the right to (ca. $\frac{1}{2}$ M.; r.) **Trinity College** (Pl. B, 2, 3), an Anglican university founded by Bishop Strachan in 1851, when University College was secularized, with faculties of arts and theology (150 students). The building is in the late-Gothic style and stands in pleasant grounds. Trinity College was federated with the University of Toronto in 1903. Recently its buildings and grounds have been sold to the city and a new college is to be built N. of Wycliffe College (Pl. 11, D 1). *St. Hilda's College*, in the grounds of the University of Toronto, is the residential hall for women. — A little farther on, to the left, is the huge **Provincial Lunatic Asylum** (Pl. A, 3), with 40 acres of ground. The inmates, however, have been removed to a site on the lake shore some miles W. of the city.

About 2 M. farther on along Queen St. we reach **High Park**, a well-wooded tract of 335 acres, much frequented by holiday-makers. Buffalo, elk, and other animals are to be seen here. The mausoleum of the donor, *Mr. J. G. Howard* (d. 1890), is enclosed by part of the old railing that surrounded St. Paul's Cathedral, London. The park is bounded on the S. by *Humler Bay*.

To the S.W. of the Lunatic Asylum is the *Mercer Reformatory* (Pl. A, 3). About 1½ M. to the S. of the latter extend the **Exhibition Grounds** (Pl. A, 4; 264 acres), with various substantial buildings, the scene of an important *National Exhibition or Fair*, attended in 1919 by 1,201,000 visitors. By the water's edge, to the S.E. of the Exhibition Park, is the *New Fort* (Pl. A, 4), connected by a road with the *Old Fort* (Pl. B, 4), nearer the centre of the town. In the capture of the latter in 1813 the American leader, *Gen. Pike*, was killed.

The **Allan Gardens** (Pl. E, 2; open till dark) lie to the N.E. of the Normal School (p. 212) and are attractively laid out. To the W. is the *Toronto Collegiate Institute* (Pl. E, 2), the oldest secondary school in Ontario (1807).

[There are ten other schools of similar rank in the city, one in Harbord St. (Pl. B, 1), one in Oakwood Ave., etc. Other important schools are the *Technical High School* in the square bounded by Harbord, Borden, Lennox, and Lippencott Streets (Pl. C, 1), which cost over \$2,000,000 and is the largest of the kind in America; *Loretto Abbey* in Brunswick Ave. (Pl. C, 1); and *Havergal Hall*, in Jarvis St. (the last two for girls).]

Among the other places of greater or less interest in Toronto may be mentioned the imposing buildings of the **Upper Canada College** (beyond Pl. D, 1; comp. p. 216), at the end of Avenue Road (the N. extension of University Ave.), a high-class school for boys, founded in 1829, with about 300 pupils (*View from the tower); the *General Hospital* (Pl. D, 2), a fine group of buildings (10½ acres), at the corner of College St. and University Ave.; the *Home for Incurables* (beyond Pl. A, 3; good view from tower); the Anglican *St. Alban's Cathedral* (beyond Pl. C, 1; chancel and baptistery only completed); the beautiful new *St. Paul's Anglican Church* (fine organ); *Bond Street Congregational Church*, cor. of Wilton Ave. (Pl. E, 2); *Jarvis Street Baptist Church*, cor. of Gerrard St. (Pl. E, 2); the *Church of Our Lady of Lourdes*, at the corner of Sherbourne St. and Earl St. (Pl. E, 1); and the *Presbyterian Church of St. Andrew* (Pl. D, 3).

The *Island* (Pl. C-F, 5, 6), which shelters the harbour (see p. 209), is the 'Margate' or 'Coney Island' of Toronto and is frequented in summer by large crowds (ferries from Church St., Yonge St., York St., and Brock St., plying to *Hanlan's Point*, at the W. end, and to *Island Park*, with a collection of birds, in the centre; return fare 15 c.; hotels see p. 207). Like Coney Island, it is nothing but a large sand-bank, fringed with flimsy summer-cottages and studded with merry-go-rounds, band-stands, dancing-pavilions, and the other paraphernalia of a Cockney Paradise. At the S.W. corner are a *Lighthouse* and *Lakeside Home* (Pl. C, 7), a children's summer hospital, and at the E. end are some attractive cottages. In the middle is one of the club-houses of the *Royal Canadian Yacht Club* (Pl. D, 6). The hotel at Hanlan's Point was once owned by *Edward Hanlan*, at one time champion sculler of the world. At night the electric lights of the Island produce a very picturesque effect as seen from Toronto.

Perhaps the pleasantest short drive in Toronto is that through *Riverdale Park* (Pl. G, 1, 2), on the N.E. side of the city, to the pretty suburb of

Rosedale (Pl. F, G, 1), with the *Government House*. The *Zoological Collection* at *Riverdale Park* is large and varied. A lacrosse match is generally going on at *Rosedale* on Sat. in summer. In the vicinity are several picturesque *Cemeteries*. To the N., adjoining *Summerhill Park*, are the extensive grounds of *St. Andrew's College*, a school for boys. The drive may be continued to *Upper Canada College* (see p. 215). — Excursions may be made also by steamer or electric railway to *Lorne Park* (Hotel Louise, \$2½) and *Long Branch* (Long Branch Hotel, from \$2½), lying beyond the *Humber* (p. 209), and to *Victoria Park*, *Munro Park*, and *Scarboro Heights* to the E. (comp. p. 206), *Reservoir Park* (to the N.), and *Grimsby Beach* (p. 228). *North Toronto*, a rapidly growing suburb, was annexed to the city in 1919.

From *Toronto* to *Hamilton*, *Niagara*, and *Buffalo*, see R. 48; to *Ottawa*, see p. 196; to *Montreal*, see RR. 44, 46; to *Detroit*, see R. 47; to *Owen Sound* and to *Sudbury*, see R. 52; to *Georgian Bay* and *Sault-Ste-Marie*, see R. 56; to *Port McNicoll* and *Fort William*, see R. 57; to *North Bay* and *Cochrane* (*Muskoka Lakes*), see R. 51.

46. From Toronto to Montreal by Steamer.

The St. Lawrence River and the Thousand Islands.

Comp. Maps at pp. 197, 146.

370 M. MAIL STEAMER of the CANADA STEAMSHIP LINES LTD. daily, leaving *Toronto* at 2.30 p.m. and reaching *Montreal* at 6.30 p.m. on the following day (fare \$10, berths from \$1; meals extra). This is the line described in the text. — Other steamers of the same company, starting from *Hamilton* (p. 227) at 10 a.m. on Wed. & Sat., leave *Toronto* at 5 p.m. and reach *Montreal* at 7 p.m. on Frid. & Mon. (fare \$8.75, from *Toronto* \$8; meals extra). These steamers skirt the N. shore of *Lake Ontario* to *Kingston* (p. 217), calling at *Port Hope* (p. 206), *Cobourg* (p. 206), *Trenton* (p. 205), *Belleville* (p. 205), *Deseronto* (p. 207), and *Picton* (p. 205). Beyond *Kingston* (fare to this point \$5.75, incl. berth and meals) they follow the Canadian shore to *Brockville* (p. 219), whence their course is practically identical with that described below. — Still another steamer of the same company ('Inland Lines, Ltd.') leaves *Detroit* (p. 222) every Tues. at 9 p.m., calling at *Cleveland* (p. 233), *Port Colborne* (p. 229), *Thorold* (p. 230), *Port Dalhousie* (p. 230), and *Hamilton* (p. 227), and arrives at *Toronto* on Frid. at 10 a.m. Leaving *Toronto* at 5 p.m. the steamer goes on to *Montreal* by the route described below, arriving on Sun. at 7 a.m. (fare from *Detroit* \$25, from *Toronto* \$10.50, incl. berth and meals). On the return journey the steamer leaves *Montreal* every Wed. at 7 p.m. and arrives at *Toronto* on Frid. at 4 p.m. (at *Detroit* on Mon. at 7 a.m.). — As the sail through *Lake Ontario* offers no special attraction, many travellers prefer to leave *Toronto* by the evening train of the G.T.R. and spend the night at (179 M.) *Kingston*, which the boat leaves about 6 a.m. (through-fare as above; fare from *Kingston* to *Montreal* \$5.25). Passengers who make the St. Lawrence trip from American soil may join the steamer at *Charlotte* (see below) or at *Clayton* (see p. 218, and comp. *Baedeker's United States*). — In the reverse direction the steamers leave *Montreal* at 1 p.m. and *Kingston* at 4.30 p.m., reaching *Toronto* at 7 a.m. Passengers may, however, take the G.T.R. train on the following morning, overtaking the steamer at *Prescott* (p. 219), before the *Thousand Islands* are reached. — Warm wraps are desirable even in midsummer.

Leaving *Toronto* (p. 207), the mail steamer steers to the S.E. across *Lake Ontario* (p. 225) and makes its first stop at —

93 M. (11 p.m.) *Charlotte* (Kenmore, \$3), a small lake-port in the State of New York, to which a car-ferry plies from *Cobourg* (p. 206) in connection with the railway to (9 M.) *Rochester* (see p. 22 and *Baedeker's United States*).

The steamer now heads to the N.W. and crosses the lake to —

179 M. (6 a.m.) **Kingston**. — RANDOLPH, FRONTENAC, BELVEDERE, from \$ 4; BRITISH AMERICAN. \$ 3½. — U. S. CONSUL. *Mr. Felix S. S. Johnson*.

Kingston (275 ft.), the 'Limestone City', is a prosperous place with 23,096 inhab., finely situated on the *Cataraqui River*, at the point where the *St. Lawrence* (see p. 218) leaves Lake Ontario. The heights are crowned by the imposing grey stone batteries and Martello towers of *Fort Henry* (not garrisoned), built in 1840-6 on the site of the old fort which was erected during the war of 1-12 (see below). The city contains locomotive-works and other factories, and is important as a port of transhipment for the Upper Lakes and will be still more so after the completion of the new Welland Canal (see p. 228). It is also the outlet for the traffic of the *Rideau Canal* (p. 197).

Kingston plays a rôle of some importance in the history of Canada. Count de Frontenac, Governor of Canada, established *Fort Frontenac* (see below) at this point in 1673 and entrusted it to the care of the Chevalier de la Salle, who here built the first vessel to navigate Lake Ontario (p. 225). The settlement was soon afterwards destroyed by the Iroquois, but was restored by Frontenac in 1695, since which time it has been the key of the Upper St. Lawrence. The name Kingston was given to it by United Empire Loyalists after the American Revolution. During the war of 1812 Kingston was the rendezvous and arsenal of the Canadian naval force on Lake Ontario, while the American chief naval station was Sackett's Harbour (N.Y.) situated about 50 M. distant, on the E. shore of the lake. From 1841 to 1844 it was the seat of the Canadian Government (comp. below and p. 135). Comp. 'The Story of Old Kingston', by A. M. Muchar (Toronto, 1910) — Kingston is the birthplace of *Grant Allen* (1848-99), the author, and *George J. Romanes* (1848-94), the British scientist.

Kingston is the seat of **QUEEN'S UNIVERSITY**, one of the leading universities of Canada, founded in 1841 and now attended by about 1550 students, many of whom are women. Affiliated to the university is the *School of Mining and Agriculture*. — The 'La Salle Causeway' leads from the city E. to the **ROYAL MILITARY COLLEGE**, the 'Woolwich Academy' of Canada, opened in 1876. The *Tête du Pont Barracks*, at the W. end of the causeway, occupy the site of the old Fort Frontenac (see above), and the *City Hall*, a little to the S. of it, once was the House of Parliament of the Province of Canada (comp. above).

Among the other important buildings are the *Provincial Penitentiary*; the *Lunatic Asylum*; the *Sydenham Hospital*, a large military hospital; the *Provincial Eastern Dairy School*; and the *Hôtel Dieu*. *St. George's Cathedral*, a miniature model of St. Paul's, London, was built in 1825. At the main entrance of the *City Park* is a bronze *Statue of Sir J. A. Macdonald*, by Wade (a replica of that at Montreal, p. 139). Opposite the Park are the *Court House* and *Gaol*.

From Kingston steamers run to *Stella* (Temperance, \$ 2½), on *Amherst Island*, and to *Bay of Quinté* (p. 205); there is also a ferry to *Wolfe Island* (Hitchcock, \$ 3; McLaren's, \$ 2; comp. p. 218). — A small steamer plies regularly from Kingston to (15 M.) *Cape Vincent* in New York State (see *Baedeker's United States*). — Steamer Route to *Ottawa*, see R. 41.

FROM KINGSTON TO RENFREW, 104 M. C.P.R. in 5¾ hrs. (fare \$ 3.60). — This line runs nearly due N. 19 M. *Harrowsmith* (p. 207). At (38 M.) *Tichborne* (p. 201) and (47 M.) *Sharbot Lake* (p. 202) we intersect the C.P.R. lines

from Montreal to Toronto. Beyond (59 M.) *Mississippi* we cross the river of that name (comp. p. 254). 87 M. *Barryvale* and (89 M.) *Calabogie* (Moran, \$1½) lie on *Calabogie Lake*. At (102 M.) *Renfrew Junction* we cross the G.T.R. and at (104 M.) *Renfrew* (p. 254) we reach the main line of the C.P.R.

From Kingston by railway to *Montreal* or *Toronto*, see R. 44c.

The **St. Lawrence River**, which we have now reached, has a length, measured from the head of the *St. Louis River* to the *Pointe des Monts* (p. 4), of 1900 M., and drains an area of 309,500 sq. M. Its upper portions are, however, known as the *St. Louis*, the *St. Mary's* (p. 263), the *St. Clair* (p. 222), the *Detroit* (p. 222), and the *Niagara* (p. 234); and the name usually attaches only to the stream as finally issuing from *Lake Ontario*, which between that lake and *Pointe des Monts* is about 500 M. long. In its upper course its width is 1-7 M., while below *Quebec* it expands to 20-30 M. The river is navigable for large ocean-vessels to *Montreal*, though the tidal limit lies about 50 M. below that city (comp. p. 152), and for river-steamers (with the aid of canals to avoid the rapids) all the way to the Great Lakes. During 4-5 months all navigation is stopped by ice.

The name of the river is derived from that of a bay at its mouth, which was visited by *Jacques Cartier* in 1535 (comp. pp. 135, 156) on the day of *St. Lawrence* (Aug. 10th) and called by him after the saint. 'The whole history of Canada is intimately connected with this great river, by means of which pioneers starting from *Quebec* or *Montreal* had overrun a great part of the interior of the continent before the settlers of the Atlantic coast had crossed the *Appalachians*' (*G. M. Dawson*). — Reference may be made to 'The *St. Lawrence Basin and its Border Lands*', by *S. E. Dawson* (1905), to 'The *St. Lawrence River*', by *G. W. Browne* (1905), to 'Place Names in the *Thousand Islands*', by *James White* (1910), and to 'The Picturesque *St. Lawrence*', by *Clifton Johnson* (New York, 1910).

On leaving *Kingston* our steamer almost at once begins to traverse the expansion of the *St. Lawrence* known as the ***Lake of the Thousand Islands**, which is 40 M. long and 4-7 M. wide and contains about 1700 islands, big and little. Many of these islands are favourite summer-resorts, with hotels and boarding-houses, while others are private property, with the country-houses of rich Americans and Canadians. The voyage through them is picturesque, and many of the islands are illuminated at night. Our course at first lies between *Wolfe* or *Long Island* (r.; see p. 217) and *Howe Island* (l.).

200 M. (r.; 7.20 a.m.) **Clayton** (*Hubbard*, *Izaak Walton*, from \$3; *Herald Ho.*), a village and summer-resort with about 2000 inhab., is the terminus of the *Rome, Watertown, & Ogdensburg R.R.* from (108 M.) *Utica* (comp. *Baedeker's United States*). Opposite is the large *Grindstone Island*, behind which, on the Canadian shore, lies *Gananoque*.

Gananoque (300 ft.; *Gananoque Inn*, from \$3½; *International, Provincial*, from \$3), a town with 3800 inhab., affords pleasant headquarters for those who wish to explore the *Thousand Isles* at leisure. It is not called at by our boat, but a smaller steamer makes regular trips among the islands; rail. station, see p. 205. — *Gordon Island*, a little below *Gananoque*, has been transformed into a public park.

212 M. (r.) *Round Island*, the large *Hotel Frontenac* (\$6). — Opposite lies *Murray Isle* (Hot. *Murray Hill*, from \$3½).

214 M. (r.) **Thousand Islands Park** (*Columbian*, from \$4, *Grand View Park*, *New Wellesley*, from \$3), a great Methodist resort, at the W. end of *Wellesley Island*. — A little lower down is the *St. Lawrence Park* (r.) with the *Lotus Hotel* (from \$3½).

221 M. (r.; 8 a.m.) **Alexandria Bay** (*Thousand Isle Ho.*, *Crossman*, from \$4; *Marsden Ho.*, from \$3; *St. Lawrence*, \$2½), the chief resort among the Thousand Islands, lies on the American shore, opposite *Wellesley Island*, and counts pretty scenery and good boating and fishing among its attractions. Among the most prominent villas on the neighbouring islets are those of the *Pullman Family* and *H. H. Warner* (of the 'Safe Cure'). — **Westminster Park** (*Hotel Westminster*, from \$3) lies at the E. end of *Wellesley Island* opposite *Alexandria Bay*, and is reached by ferry.

Farther on we pass the *Summerland Islets* (l.) and the long *Grenadier Island* (l.), leave the Lake of the Thousand Isles, and reach the open river, here about 2 M. wide. For some distance now the voyage is monotonous and uninteresting.

233 M. (l.) **Brockville** (280 ft.; *Revere H.*, from \$3¼, *Gardner*, \$3½), named after Gen. Brack (p. 226), is a prettily situated Canadian city with (1921) 9057 inhab., numerous manufactures, and good fishing. It possesses a well-known educational establishment for boys, *St. Allen's School*. This port is not always called at. Railway-stations, see pp. 197, 204.

245 M. (l.) **Prescott** (309 ft.; *Daniels Ho.*, from \$3, U.S. Consul), with 2800 inhab. and a small historical museum. Passengers are here transferred from the lake-steamer to the river-steamer. Railway-stations, see pp. 196, 204. — Opposite (not called at) lies —

Ogdensburg (*Seymour Ho.*, *Windsor*, *Norman*, from \$3), a city at the mouth of the *Osweatchie*, with (1920) 14,609 inhab. and a trade in grain. It was founded by French missionaries in 1749 on the site of an old Indian encampment. — About 1 M. below Prescott, on the Canadian shore, there is a *Lighthouse*, occupying the site of a stone windmill, in which a body of 'Patriots', under Von Schultz, a Polish exile, maintained themselves for a few days against the Canadian forces in 1837. — To the right, on the American shore, the buildings of the *Point Airy New York State Asylum for the Insane* are conspicuous. — *Chimney Island*, 4 M. farther on, has the remains of a French fortification.

About 9 M. below Ogdensburg we pass through the *Gallops* or *Catoups Rapids*, 7½ M. long, which are followed, 4½ M. lower, by the *Rapide Plat*. Neither of these is very noticeable, though each is avoided by a canal (Canadian side) in going upstream, 7¾ M. (three locks) and 3½ M. (two locks) long, respectively. Between the two rapids we pass the narrowest point in the river (500 ft.). Numerous islands. On the left bank lies *Morrisburg* (St. Lawrence, \$3; see p. 204).

About 35 M. beyond Prescott we enter the ***Long Sault Rapids**, between the Canadian shore and *Long Sault Island*. The rapids are

9 M. long and are tumultuous enough to give a slight suggestion of danger to the process of 'shooting' them. They are avoided in ascending by the *Cornwall Canal*, 11 $\frac{1}{4}$ M. long, with one lock. Part of the water of these rapids has been deflected into a great power-canal.

295 M. (1.) **Cornwall** (*King George, Algonquin*, \$ 4; *New Windsor*, \$ 3; *U. S. Consul*), a manufacturing town of 6869 inhab. (9000 including suburbs), at the foot of the Long Sault Rapids, is a station on the G.T.R. (p. 204), the C.P.R. (p. 201), and the Ottawa & New York Railway, which crosses the St. Lawrence here (comp. p. 197). The Cornwall Lacrosse Club is one of the best in Canada. — The boundary between the United States and Canada bends away from the river here, and the Indian village of *St. Regis*, almost opposite Cornwall, is in the *Province of Quebec*. The *Adirondack Mts.* are now visible to the right.

The steamer now steers across the river to *Stanley Island* (*Algonquin*, \$ 4; comp. p. 204), near the American shore. — Below this point we traverse the expansion of the river named *Lake St. Francis*, 28 M. long and 5-7 M. wide. Both banks are now in Quebec.

At (327 M.) *Coteau Landing* the river is crossed by a railway swing-bridge. Opposite Coteau is *Valleyfield* (p. 17). [Stanley Island and Coteau Landing may be omitted if the steamer is late.] We now enter a series of rapids which follow each other at short intervals, with a combined length of about 11 M.: *Coteau Rapid*, *Cedar Rapid*, *Split Rock Rapid*, and the **Cascades*. These are avoided, in going upstream, by the *Soulanges Canal* (American side), 14 M. long, with five locks (lockage 82 $\frac{1}{2}$ ft.). The large Roman Catholic churches of the villages that line the banks are now very conspicuous.

340 M. *Beauharnois* (Russell, \$ 2; railway, see p. 17), a small manufacturing town (pop. 2000), at the foot of this series of rapids, lies opposite the mouths of the two westernmost arms of the *Ottawa River*, which here enter the St. Lawrence, enclosing the island of *Perrot* (p. 146). To the left lies *Ste. Anne* (p. 204). Neither of these points is touched at. — *Lake St. Louis* (p. 146), which we now traverse, is 12-15 M. long.

On leaving Lake St. Louis we pass (356 M.) *Lachine*† (*Prince of Wales, Fortin*, \$ 2 $\frac{1}{2}$; rail. station, see p. 204), a pleasant manufacturing town with 15,448 inhab., frequented in summer for rowing and sailing. Opposite lies *Caughnawaga* (see p. 47).

The name 'Lachine' seems to have been given to the town in 1669 in derision of those of La Salle's men who had deserted and returned to the point on the Island of Montreal, whence, three or four months before, they had set out to find a route to 'China' (comp. Parkman's 'La Salle and the Discovery of the Great West'). Near the head of the aqueduct stands the house built by La Salle. In 1689 Lachine was captured and destroyed by the Iroquois, who put all the inhabitants to death, many of them at the stake. It is believed that 200 persons lost their lives on this fatal night.

† Pron. 'La-sheen' (accent on the second syllable).







Map of the Great Lakes region, showing parts of Ontario, Canada, and Pennsylvania, USA.

Major cities and locations include:

- Toronto
- Hamilton
- Erie
- Jamestown
- Union City
- Stewart
- Warren
- Titusville
- Oil City
- Franklin
- Greenville
- Youngstown, Newcastle
- Pittsburg

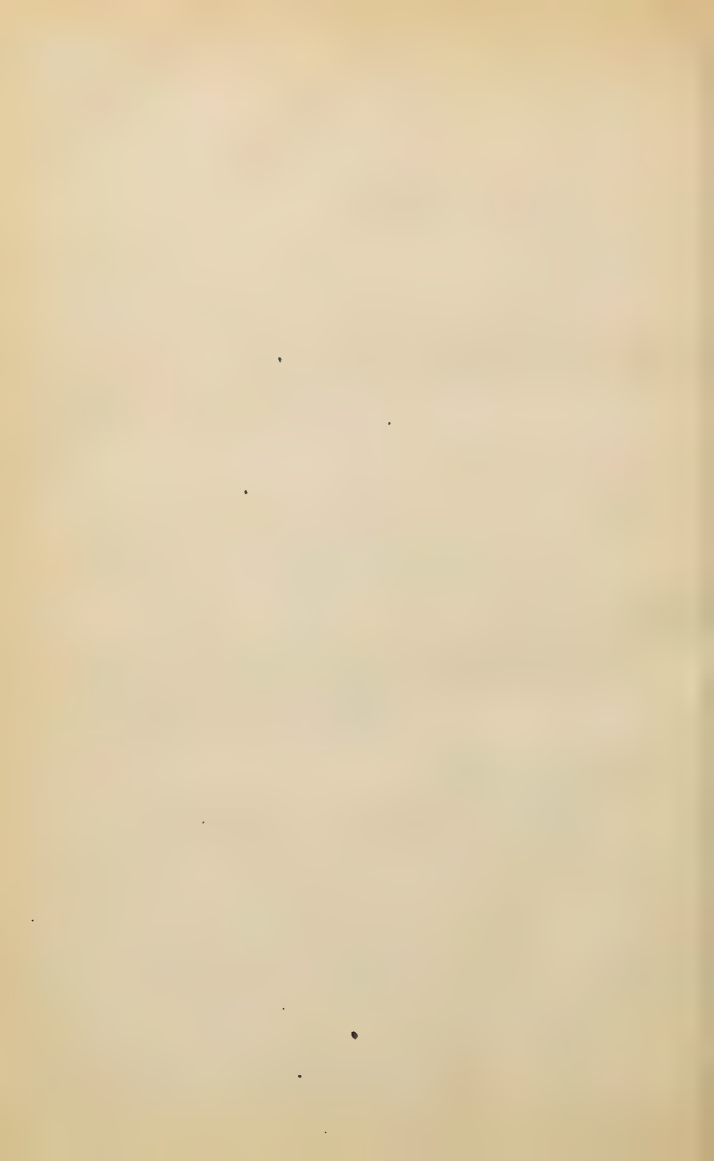
Geographical features include:

- St. Lawrence River
- Niagara River
- Long Point
- Outer Bay of Long Point
- Port Dover
- Port Rowan
- Port Huron
- Port St. Joseph
- Port St. Lawrence
- Port St. Catharines
- Port St. George
- Port St. Charles
- Port St. John
- Port St. Mary
- Port St. Michael
- Port St. Patrick
- Port St. Peter
- Port St. Paul
- Port St. Vincent
- Port St. George
- Port St. Charles
- Port St. John
- Port St. Mary
- Port St. Michael
- Port St. Patrick
- Port St. Peter
- Port St. Paul
- Port St. Vincent

Other locations include:

- Windsor
- London
- Wexford
- Simcoe
- Victoria
- Port Dover
- Port Rowan
- Port Huron
- Port St. Joseph
- Port St. Lawrence
- Port St. Catharines
- Port St. George
- Port St. Charles
- Port St. John
- Port St. Mary
- Port St. Michael
- Port St. Patrick
- Port St. Peter
- Port St. Paul
- Port St. Vincent

Scale: 0 to 60 Kilometres



The famed ***Lachine Rapids**, the shortest (3 M.) but most violent of all, form an exciting and dramatic close to our voyage. The rapids begin just below the fine bridge of the *Canadian Pacific Railway* (p. 47). The *Lachine Canal* (first opened in 1825; comp. p. 139), for the use of vessels going upstream, is $8\frac{1}{2}$ M. long and has five locks, affording a rise of 45 ft. Soon after leaving the rapids we pass under the **Victoria Bridge* (p. 144). To the left lies —

370 M. *Montreal* (see p. 131).

47. From Toronto to Detroit.

a. By Grand Trunk Railway via Stratford.

230 M. RAILWAY in $8\frac{1}{2}$ hrs. fare \$ 7 7; sleeper \$ 3; parlor-car \$ $1\frac{1}{2}$; fare to Sarnia \$ 5.50. Tickets by this line are also available via *Hamilton* (comp. R. 47). — Trunks checked through to points in the United States are examined by the custom-house officers on arrival or departure; hand-baggage is examined in crossing the *St. Clair River*.

This line traverses the *Peninsula of Ontario* (see pp. 240, xxxix) a district of great fertility but of little interest to the tourist.

Toronto, see R. 45. The train traverses the S.W. part of the town, passing (2 M.) *North Parkdale* (p. 223) and (5 M.) *West Toronto* (p. 223), and for some time runs parallel with the C.P.R. Beyond (8 M.) *Weston* (p. 249) we cross a stream. 21 M. *Brampton* (712 ft., *Victoria*, \$ 3; see p. 208), a manufacturing town (pop. 4200). We cross the *Credit River* before reaching (29 M.) *Georgetown* (McGibbon, \$ 2, 1900 inhab.), where we cross the line running to the N. from *Hamilton* to *Beeton* (see p. 228). Orchards and hop-fields are passed. At (41 M.) *Rockwood* we bend to the left (S.W.).

48 M. *Guelph* (*Royal*, from \$ $3\frac{1}{2}$; *King Edward*, R. from \$ $1\frac{1}{4}$; *Wellington*, \$ 4), a flourishing little city on the *Speed River* with 16,308 inhab. (ca. 20,500 including suburbs), possesses several foundries and manufactures machinery, pianos and organs, carpets, and cotton and linen goods. It is well known for its *Agricultural College* (1874), the 'Oxford of Canada' (over 1700 students), situated about 1 M. to the S. of the town (seen to the left from the railway) and affiliated with *Toronto University* (p. 213). Attached to the college are an experimental farm (717 acres) and the *Macdonald Institute* (home economics).

Guelph is connected with *Toronto* also by electric railway (p. 208) and is also a station on the C.P.R. (see p. 223).

Guelph is the junction of lines to *Itali* (p. 223), *Harrishburg* (p. 232), *Brantford* (p. 232) and *Tillsonburg* (p. 231) and to *Warton* (Arlington, \$ $2\frac{1}{2}$), and *Southampton* (Park, Walker Ho., \$ 3), two small ports on Lake Huron. On the last-named branch-line, about 15 M. to the N. of Guelph, lies *Elora* (1270 ft.; *Troquois*, \$ $3\frac{1}{2}$; see p. 249), with 1200 inhab., situated within beautiful surroundings on the *Grand River*, which here cuts its way through a picturesque limestone ravine, with walls 100 ft. high. *Elora* contains a small *Museum* illustrating the natural history and geology of the district. — 20 M. to the N. of *Warton* lies *Lion's Head* (Williams, \$ $1\frac{1}{2}$), a fishing-resort on *Georgian Bay*.

62 M. *Kitchener*, formerly called *Berlin* (1100 ft.; *Walper Ho.*, from \$ 4; *American*, \$ $3\frac{1}{2}$; golf-links), in a district largely settled

by Germans, is a thriving industrial city (pop. 21,000), with furniture, rubber goods, and other factories. *St. Jerome's College* (1864) is situated here. Branch-lines run from Kitchener to (12 M.) *Elmira* (p. 223) and to (13 M.) *Galt* (p. 223). — 82 M. *Shakespeare*.

88 M. *Stratford* (*Windsor, R. \$ 1½; Queen's, \$ 3; Rail. Restaurant*), a divisional point and important railway-centre, is an agricultural and industrial city with 15,987 inhab., prettily situated on the *Avon*. Its schools include a *Collegiate Institute* and a *Provincial Normal School*.

From Stratford a branch-line runs in 1½-2¼ hrs. to (46 M.) *Goderich* 729 ft.; *Sunset, Bedford, \$ 4; British Exchange, \$ 3½*; pop. 5000), also a station on the C.P.R. (p. 223), another post on Lake Huron, at the mouth of *Maillard River*, with good boating, bathing, and fishing. On the opposite side of the harbour (3 M. by road) is *Mossington Park*, with a hotel (\$ 2½).

98 M. *St. Mary's Junction*, for *St. Mary's* (omn. from station to town, 1½ M., 15 c.; *Windsor, \$ 3*), a small town with 4000 inhab., prettily situated on hills rising from the river *Thames*. It is the junction of a branch-line to (23 M.) *London* (p. 223) and of a C.P.R. line to (21 M.) *Zorra* (p. 223) and (25 M.) *Ingersoll* (p. 231). — 128 M. *Park Hill*. Several small stations are passed, with names indicating the Scottish origin of their settlers.

170 M. *Sarnia* (587 ft.; *Tunnel Station; Vendome, Lake Huron*, from \$ 4½; *U. S. Consul*), a brisk little port with 14,637 inhab., lies on the *St. Clair River*, close to its mouth in Lake Huron. Its industries include salt-works, an oil-refinery, lumber-mills, etc. About 2 M. from the city (electric tramway) is *Huron Park*, on the shore of the lake. The train now enters the United States (Michigan) by a *Tunnel*, 1½ M. long, under the river.

The tunnel was constructed in 1888-91 at a cost, including the approaches, of \$ 2,700,000. It consists of a cast-iron tube, with an inside diameter of 20 ft., and was designed by *Mr. Joseph Hobson*. The length of the tunnel proper is 6025 ft., of the open portals or approaches 5670 ft. Throughout its entire length it perforates a bed of blue clay, with sand above and rock below. The tunnel is lighted by electricity and electric engines are used to take the trains through it.

Examination of baggage, see p. 221. The time changes here from the Eastern to the Central standard (comp. p. xii).

From Sarnia to *London*, see p. 224; to *Sault-Ste-Marie* and *Port Arthur* by steamer, see R. 57c; to *Chatham*, see p. 224.

173 M. *Port Huron* (*Tunnel Station; Harrington*, from \$ 3½; *Huron Beach Hotel; Rail. Restaurant*), with (1920) 25,944 inhab., lies opposite Sarnia, on the W. bank of the *St. Clair River*. It carries on a brisk trade in timber and fish. Large quantities of salt are produced here. — Our line now turns to the left (S.). 192 M. *Richmond*. 208 M. *Mt. Clemens* (*Park, Colonial*, from \$ 3½), a favourite summer-resort of the Detroiters. *Lake St. Clair* (p. 224) lies some distance to the left. 214 M. *Fraser*; 225 M. *Milwaukee Junction*.

230 M. *Detroit* (*Staller*, a first-class house with 1000 rooms; *Pontchartrain; Tuller; Cadillac; The Wayne; Ste. Claire*, etc.), the chief city of Michigan, with (1920) 993,739 inhab., lies on the N. bank of the *Detroit River*, which connects *Lake Erie* with *Lake St. Clair*.

For full particulars about Detroit and for the rest of the route to *Chicago*, see *Baedeker's United States*. 11

b. By Grand Trunk Railway via Hamilton and London.

230 M. RAILWAY in 4½-7 hrs. (fares, etc., see p. 221). From *Montreal* to *Detroit* by this route in 14½-16½ hrs. (fare \$ 19.20; sleeper \$ 6). The International Limited runs from *Montreal* via *Toronto*, *London*, and *Sarnia* (comp. p. 224) to *Chicago* (848 M. in 23 hrs.; fare \$ 32.67, sleeper \$ 9).

From *Toronto* to (39 M.) *Hamilton*, see p. 226. Thence to (119 M.) *London* and (230 M.) *Detroit*, see R. 49b.

c. By Canadian Pacific Railway.

229 M. RAILWAY in 6½-8 hrs. (fare \$ 8, sleeper \$ 3.60, parlor-car \$ 1.75). Hand-baggage is examined in crossing the *Detroit River*. Through-cars run by this route from *Montreal* and *Toronto* to *Chicago* (fares, \$ 29.55, \$ 17.35, sleeper \$ 9, \$ 5.63). This route also traverses the peninsular part of Ontario.

In leaving *Toronto Union Station*, R. 45b the train passes (2 M.) *Parkdale* (p. 221). At (5 M.) *West Toronto* (p. 221) the line to *Sudbury* diverges to the right (see p. 248). From (21 M.) *Streetsville Junction* a branch line runs to (35 M.) *Orangeville* (p. 249). At (32 M.) *Milton* (660 ft.) we cross the G.T.R. branch from *Hamilton* to *Allandale* (p. 228). 39 M. *Guelph Junction* (Rail. Restaurant).

FROM *GUELPH JUNCTION* to *GOVERNOR* 95 M., *Canadian Pacific Railway* in 3¼-4 hrs. (fare \$ 3.60, sleeper \$ 1.40 M. *Guelph*, see p. 221. — 51 M. *Elmira* (Zilliox, \$ 3; pop. 2200, a rich mixed farming district, carries on various industries. — 60 M. *London* is the terminus of a branch line to (16 M.) *Listowel* (Arlington, Grand Central, \$ 2.22), an industrial town, with 12,9 inhabitants. 50 M. *Milverton*. — 95 M. *Goderich*, see p. 222.

Another branch line runs from *Guelph Junction* towards the S.E. to (19 M.) *Hamilton* (p. 227).

51 M. *Galt* (927 ft., *Incipiens*, \$ 3; *Royal*, \$ 2½; U. S. Cons. Agent; golf-links), on the *Grand River*, is a brisk little city of 13,210 inhab., with manufactures of edge-tools and wooden goods, and the centre of a rich agricultural district. It was named after *John Galt* (1779-1839), the Scottish novelist, author of 'The Provost', etc., and father of Sir Alex. Galt (d. 1893; p. xxxii) and Sir Thomas Galt (d. 1901).

About 4 M. to the N. of *Galt*, on the G.T.R. line to (16 M.) *Guelph* (p. 221) and also reached by electric tramway, lies *Preston* (925 ft.; *Kress*, \$ 5; *Central*, \$ 4), a small industrial town (pop. 5431), visited for its mineral springs, which are efficacious in gout and rheumatism.

Galt is also connected by G.T.R. lines with *Kitchener* (p. 221) and (13 M.) *Harrisburg* (p. 232), and electric railways run hence to various points.

At (74 M.) *Drumbo* we cross the G.T.R. — 88 M. *Woodstock* (958 ft.; *Oxford*, from \$ 3; *Buckingham*, \$ 4; golf-links; comp. p. 232, on the *River Thames*, a city with (1921) 9659 inhab., makes agricultural machinery and furniture and is the focus of numerous railway-lines (to *St. Thomas*, *Stratford*, etc.). *Woodstock College*, a department of *McMaster University* (p. 214), has about 150 students. — 95 M. *Zorra* (p. 222); 101 M. *Thamesford*; 112 M. *Asylum*.

115 M. *London* (809 ft.; *Tecumseh*, 150 R. from \$ 2; *Belvedere*, R. \$ 1½; *Grigg*, \$ 3½; *Rail. Restaurant*; *U.S. Consul*), a divisional point on the G.T.R. (p. 231), with (1921) 53,592 inhab., is the central point of what is, perhaps, the richest farming-district in the country and

carries on a large trade in agricultural produce. Its industries include the manufacture of agricultural machinery, stoves, and furniture. It lies on the pretty river *Thames*, in the county of *Middlesex*; and the association with its mighty protonym is further maintained by the names of its streets and bridges. The city is well built and contains handsome churches (St. Paul's Cathedral, etc.), public buildings, colleges (Normal School, Conservatory of Music), an opera-house, and a Provincial Asylum for the Insane. The *Western University*, founded in 1878, is attended by about 200 students. Pleasant excursions may be made in the environs.

FROM LONDON TO SARNIA, 59 M., *Grand Trunk Railway* in 1 $\frac{1}{2}$ -2 hrs. (fare \$ 2.05; from Toronto via Hamilton in 1 $\frac{3}{4}$ -6 $\frac{1}{2}$ hrs., fare \$ 5.55; comp. p. 226 and R. 49b) — This line follows the main line to Detroit as far as (10 M.) *Komoka* (see below) where it abruptly turns to the W. Shortly beyond *Komoka* the C.P.R. (R. 47c) is crossed. 20 M. *Strathroy* (714 ft.; Queen's, s 3), on the *Sydenham River*, with 2500 inhab.; 26 M. *Knoxville*; 33 M. *Watford*. 38 M. *Kingscourt Junction*, for a branch line to (2 M.) *Glencoe* (p. 231). 42 M. *Windsor*. From (40 M.) *Windsor* a short line runs S. to (6 M.) *Petrolia* (667 ft.; *Thames*, s 3), with about 3000 inhab., the centre of a petroleum district. 51 M. *Mt. Pleasant*. — 59 M. *Sarnia*, see p. 222.

Other lines run from London to *St. Marys* (p. 222), to *Goderich* (p. 222), etc., and the London & Port Stanley Railway (electric), owned by the city, runs to (23 M.) *Port Stanley* (p. 231) via (18 M.) *St. Thomas* (p. 231).

Beyond London the line bends to the left (S.W.), running parallel with the G.T.R., which follows almost the same route from this point to Windsor. 125 M. *Komoka* (p. 231). Beyond (140 M.) *Appin* we cross the G.T.R. line from Glencoe to Kingscourt Junction (see above).

179 M. **Chatham** (598 ft.; *Garner*, \$ 4; *Merrill*, \$ 3), also a station on the G.T.R. (p. 231) and on the *Père Marquette R.R.* (see below), is a flourishing agricultural centre with (1921) 12,301 inhab., at the head of navigation on the *River Thames*.

FROM CHATHAM TO RONDEAU, 48 M., *Père Marquette R.R.* in 1 $\frac{1}{4}$ hr. — *Rondeau* lies on Lake Erie and has a good harbour. Close by, occupying the peninsula of *Point aux Pins*, lies *Rondeau Park*, a provincial reservation (8 sq. M.) containing the finest piece of original forest in Ontario. — In the other direction the *Père Marquette R.R.* runs from Chatham to (55 M.) *Sarnia* (p. 222) via *Wallaceburg* (Dup. nt, s 3 $\frac{1}{2}$), a thriving industrial town (pop. 4000), on *Sydenham River*.

Our line crosses the *Thames* and the G.T.R. at Chatham and henceforth runs to the S. of them. Farther on we skirt the S. bank of *Lake St. Clair* (576 ft.; area 445 sq. M.), a shallow lake (16 ft.), 25 M. in diameter (good duck shooting). 191 M. *Jennette* (Log Cabin, \$ 2 $\frac{1}{2}$), a summer-resort. 209 M. *Belle River*. At (223 M.) *Walkerville Junction* we cross the *Père Marquette R.R.* (see below).

This line runs to the N. to (3 M.) *Walkerville* (588 ft.; pop. 7040), on the Detroit River (ferry to Detroit). On the S. it runs to (30 M.) *Kingsville* (Mettawas, s 3 $\frac{1}{2}$), a summer-resort on Lake Erie, with a Government fish-hatchery; (38 M.) *Leamington* (Auto-Stop Inn, \$ 4; 3664 inhab.; p. 230), on a bay of Lake Erie, in a tobacco-growing district; and (75 M.) *Blenheim* (651 ft.; pop. 1445), situated about 10 M. distant from *Rondeau Park* (see above). Near *Leamington* is *Sea Cliff Park*, a summer-resort. The marshes stretching from *Leamington* to the S.E. towards *Point Pelée*, near the island of the same name (see p. 233), are noted for their fine duck-shooting.

226 M. Windsor (580 ft.; *British-American*, \$ 4; *Crawford, King George*, from \$ 3; *U. S. Consul*), with (1921) 38,541 inhab., lies upon the Detroit River, immediately opposite Detroit, and contains, in addition to large manufactories, the suburban homes of many of its citizens. It is the W. terminus of the G.T.R. and C.P.R. and is also a station on the Michigan Central R.R. from Buffalo to Chicago (R. 49). The surrounding country produces large quantities of pears, peaches, grapes, and tobacco, and contains important salt-wells. — From Windsor the trains cross the river, here $1\frac{1}{2}$ M. wide, by means of a tunnel to —

229 M. *Detroit*, see p. 222.

48. From Toronto to Niagara (and Buffalo).

Comp. Map at p. 220.

a. By Steamer.

STEAMERS of the *Niagara Navigation Co.* leave Toronto several times every weekday for *Lewiston*, calling at *Niagara-on-the-Lake* and *Queenston* and taking $2\frac{1}{2}$ -3 hrs. to the trip. The distance is about 42 M., of which 35 M. are on the Lake of Ontario and 7 M. on the Niagara River. *Lewiston* is 7 M. ($\frac{1}{3}$ hr.) from Niagara by railway (through-fare \$1.55; restaurant on board the steamer). Through-tickets are issued by this route to Buffalo and other points in the United States. Baggage is examined by custom-house officers on the steamer. A small river-steamer runs hourly between *Lewiston* and *Niagara*.

Travellers who wish to combine a lake voyage with a visit to *Hamilton* (p. 221) may take the steamer to that city mentioned at p. 223 and proceed thence by train as in R. 47b (fare to *Hamilton* 60c.).

The steamer starts from the *Yonge St. Wharf* (E. 4 on Pl. at p. 207), passes the W. end of the island, and then steers nearly due S. across Lake Ontario. In summer the water is usually calm.

Lake Ontario (246 ft. above the sea), the easternmost and lowest of the Great Lakes, is 193 M. long and 30-70 M. wide, with an area of 7260 sq. M. (about equal to that of the principality of Wales). Its greatest depth is 733 ft. It receives the waters of the Upper Lakes through the *Niagara River* and discharges at its E. end into the *St. Lawrence*. The shores are generally low, with few peninsulas or promontories, and possess many excellent harbours. There are few islands of any size, the most important being *Wolfe Island*, at the outlet. The first sailing-vessel on Lake Ontario was built for La Salle at the 'Cabins' (now Kingston) in 1619. Champlain named the lake *Lake St. Louis*, and it was afterwards known for a short time as *Lake Frontenac*.

On reaching the opposite shore the steamer makes its first stop at *Niagara-on-the-Lake* (*Queen's Royal*, \$ 5; *Oban*, \$ 3; pop. 1318), a favourite watering-place on the left (Canadian) bank of the *Niagara River*, at the point where it enters Lake Ontario. Good boating, bathing, and fishing are obtained here. An important *Lawn Tennis Tournament* (Canadian Championship) is held here in summer. *Niagara-on-the-Lake* was originally named *Newark* and was the first capital of Upper Canada (see pp. xxv, 209). Some remains of the old *Fort Missasaga* are still visible. — On the opposite bank lies

Youngstown, with the white *Fort Niagara* (electric tramway, see p. 234), first established in 1678 and now garrisoned by U. S. troops.

Passengers who prefer it may disembark at *Niagara-on-the-Lake* and continue their journey by the *Michigan Central R.R.* (p. 231) on the W. bank.

Between its mouth and *Lewiston* the *Niagara River* runs between high wooded banks. The steamer first calls at *Queenston* (see below), a village on the Canadian shore, and then crosses to its terminus at *Lewiston* (*Cornell Ho.*), a village of 700 inhab., on the E. or American bank of the river, lying at the mouth of the *Niagara gorge* and at the foot of the 'Niagara Escarpment' (comp. p. 261). A fine suspension-bridge (1899; electric tramway), 800 ft. in span, connects *Lewiston* with *Queenston*.

The *Battle of Queenston Heights*, fought between the Americans and Canadians on Oct. 13th, 1812, ended after a severe struggle in the success of the latter. They paid for their victory with the loss of their leader *Sir Isaac Brock*, and the spot where he fell is marked by the *Brock Monument* (185 ft. high; electric tramway, see p. 234), situated immediately to the S. of *Queenston*. The top of the monument commands a splendid view, sometimes including a dim vision of *Toronto*.

At *Queenston* (see above) a huge power-plant ('*Queenston Chippawa Development*') is being constructed at a cost of 5,500,000/. The power is derived from *Niagara Falls* (comp. p. 236), about 13 M. distant, where the water is taken from a point above the Falls and conveyed to the works by means of a canal. This plant, which possesses some of the largest turbines in the world, two of which have a capacity of 52,500 horse-power each, will be able to develop 200,000 horse-power.

Passengers leave the steamer either at *Queenston* or *Lewiston*, finishing their journey in the one case by the *International Railway* (p. 234), and in the other by the *Niagara Gorge Railroad* (p. 234; *New York Central & H.R.R.R.* tickets accepted) or by the *New York Central & Hudson River R.R.* (p. 240), both of which run along the E. side of the *Niagara gorge*, affording fine *Views of the *Whirlpool* and the *Whirlpool Rapids* (comp. p. 239).

7 M. *Niagara Falls* (N. Y.), see p. 233.

Beyond *Niagara Falls* the railway goes on, following the river pretty closely, to (11 M. from *Niagara Falls*) *Tonawanda*, the W. terminus of the *New York State Barge Canal* (see p. 15), and (22 M.) *Buffalo* (see p. 233 and *Baedeker's United States*).

b. By Grand Trunk Railway.

G.T.R. to (82 M.) *Niagara Falls* (Ont.) or (83 M.) *Suspension Bridge* in 3 hrs. (fares \$ 2.85, 2.95). Passengers for *Niagara Falls* (N. Y.) and *Buffalo* should inquire whether it is necessary to change carriages at *Suspension Bridge* and complete their journey by the N.Y.C. & H.R.R.R. (through-fare to *Niagara Falls* \$ 2.85, to *Buffalo* \$ 3.67, parlor-car 75 c.). — Luggage checked through to U.S. points is examined either before starting or on arrival; hand-baggage is examined in crossing the *Railway Bridge* (see p. 229).

Toronto, see R. 45. The train runs to the W. along the waterfront, skirting the *Exhibition Grounds* (p. 215) and passing the stations of (3 M.) *Sunnyside* and (7 M.) *Mimico* (pop. 2490; p. 208), a residential suburb of *Toronto*. Farther on it continues to run near the lake. 9 M. *Long Branch* (p. 208); 11 M. *Rifle Ranges*; 13 M. *Port*



HAMILTON
1:33600

- 1 Bk. of Brit. A. Am.
- 2 Can. Life Ass. Co.
- 3 Custom House
- 4 Hamilton Club
- 5 Prov. & Loan Soc.
- 6 P. M. Office

Credit (Lake View, \$ 3), with golf-links (electric line, see p. 208), 15 M. *Lorne Park*. The country is fairly diversified. 24 M. *Oakville* (329 ft.; Village Inn, \$ 3, pop. 3500). 32 M. *Burlington Junction* (281 ft.; pop. 2500; p. 228); 34 M. *Aldershot*. The fertile fruit-growing country we are now traversing is known as the 'Garden of Canada'.

30 M. **Hamilton**. — *ROYAL CANAL* (Pl. 6; B. 3), 79 James St. North, 750 R. from \$ 1; *WENTWORTH ACADEMY* R. from \$ 2; *STROUD* from \$ 3; *KING GEORGE* R. from \$ 1. — *Barbican Restaurant*.

CARS, 1-3 pers., \$ 1-1.50, to distance; per hour, 1-4 pers., \$ 1; hand baggage and one trunk free. — *TRAMWAYS* traverse the chief streets (see comp. Plan); a so line to *Beachley Beach* (p. 228) and *Beamsville*, to *Frankford* (p. 252), etc. — *MOTORBUSES* to Toronto, see p. 208.

Grand Opera House (Pl. B, 3), James St. North. — *Hamilton Club* (Pl. 4; B. 3), James St.

Post Office (Pl. B, 3), 2 John St. South (70). — U.S. Cons., Mr. J. d. *Miner*; also Belgian, Dutch, and Norwegian consular representatives.

Hamilton (255 ft.), the sixth city of Canada, with 117,000 inhab., was founded 1813 and is pleasantly situated on *Hamilton Bay*, at the W. end of Lake Ontario, on one of the terraces which surround the lake and once formed its shore. It carries on a very considerable commerce by land and water and has some claim to the title of the 'Birmingham of Canada' in virtue of its numerous industries. The products include steel, iron, cotton, and woollen goods, agricultural machinery, elevators, boats, and many other articles. Electric power is supplied from the (35 M.) *Dow Falls* and the (42 M.) *Niagara Falls*. Hamilton is the centre of the fruit district of W. Canada and the seat of bishops of the Anglican and Roman Catholic churches. Its harbour is formed by *Burlington Beach* (see p. 228), a sand-spit 5 M. long, resembling the island at Toronto (see p. 215), through which a short canal has been dug. Behind the town rises the so-called *Mountain* (see below). Hamilton is well laid out and contains many substantial public and private buildings.

Near the centre of the city lies the pretty triangular park named the **GORE* (Pl. B, 3), formed by the convergence of York, James, and King Sts. Round it are grouped many of the principal buildings of the city, including the *Post Office* (Pl. B, 3), the *Bank of Hamilton* (Pl. B, 3), the *Custom House* (Pl. 3; B. 3), the *Bank of British North America* (Pl. 1; B. 3), and the offices of the *Canada Life Assurance Co.* (Pl. 2; B. 3) and the *Hamilton Provident & Loan Society* (Pl. 5; B. 3). The *School Buildings*, including a Normal School, a Technical School, a Collegiate Institute, and a Conservatory of Music, are unusually handsome and substantial, and many of the *Churches* are also fine. Other important edifices are the *City Hall* (Pl. B, 3), the *Court House* (Pl. B, 3, 4), and the *Free Public Library* (Pl. 6; B. 3).

On the top of the *MOUNTAIN* (comp. Pl. B, 4; 650 ft.; inclined railway 5 c.), part of the 'Niagara Escarpment' (comp. p. 261), which affords a fine **View*, stands the large *Government Lunatic Asylum* (beyond Pl. A, 4). Many of the handsomest private residences are near the base of the Mountain; one of the finest is *Wesonsford* (Pl. 7,

B, 3), the home of the late Senator W.E. Sanford, with good art-collections. — Among the chief industrial establishments of Hamilton are the *Steel Co. of Canada* (with two blast furnaces with a total capacity of 690 tons), the *International Harvester Co.* (1800 hands), and the *Canadian Westinghouse Co.* (2500 hands). — DUNDURN PARK (Pl. A, 1, 2) affords pretty walks and contains *Dundurn Castle*, with a historical museum. The *Racecourse* (beyond Pl. D, 3) is one of the best in America.

Burlington Beach (*Brant Inn*, \$4; see p. 227) is, like the Island at Toronto, a favourite summer-resort of the townspeople. It is reached by the Hamilton Radial Railway (electric) and is also called at regularly by the steamer between Hamilton and Toronto (see below); the steamboat-wharf is 1 M. from the centre of the town (tramway).

Another pleasant short excursion may be made to (6 M.) *Dundas* (p. 232).

FROM HAMILTON TO ALLANDALE, 91 M., *Grand Trunk Railway* in 3¾ hrs. (fare \$ 3.16). — This line crosses *Burlington Beach* (p. 227) and diverges to the left at (1 M.) *Burlington Junction* (p. 227) from the line to Toronto described at p. 227. 21 M. *Milton* (p. 223), 32 M. *Georgetown* (p. 221); 49 M. *Caledon* (p. 240). — At (66 M.) *Beeton*, famous for its honey, the line forks, the left branch leading to (32 M.) *Collingwood* (p. 241), while the right branch runs to (91 M.) *Allandale*, where it unites with the line to the *Muskoka District* described at p. 241.

FROM HAMILTON TO PORT DOVER, 42 M., *G.T.R.* in 1¼ hr. (fare \$ 1.50). — 18 M. *Caledonia*; 28 M. *Hagersville* (p. 351). — *Port Dover* (Orchard Beach, Dominion, from \$ 3) is a small harbour, with 1150 inhab., on Lake Erie.

STEAMER (*Niagara Navigation Co.*) from Hamilton to (35 M.) *Toronto* several times every weekday in 2½-2¾ hrs., calling at *Burlington Beach* (see p. 227). — Steamer to the *St. Lawrence* and *Montreal*, viâ Toronto, see p. 216.

From Hamilton to *Petroit*, see R. 49b; to *Goderich* viâ *Guelph Junction*, see p. 223.

Beyond Hamilton the train runs towards the E., parallel with the S. shore of Lake Ontario, frequent views of which are obtained to the left. 45 M. *Stoney Creek* (comp. p. xxv); 50 M. *Winona*; 55 M. *Grimsby* (287 ft., pop. 1800). 57 M. *Grimsby Beach* (Lake View Ho., Park Ho., \$ 3) is a summer-resort with a large Methodist camp-meeting ground; it may be reached also by electric tramway from Hamilton, or by steamer from Toronto. The district we are now traversing is one vast orchard, producing large quantities of peaches and other fruit. 64 M. *Vineland*, with a provincial horticultural experiment station. — 71 M. *St. Catharines* (347 ft.; *The Welland*, a combination of hotel and sanatorium, \$ 4; *New Murray*, R. from \$ 11.2; *Grand Central*, \$ 4), a prettily-situated little city with (1921) 19,664 inhab., lies to the left (N.) of the railway, on the *Welland Canal* (see below). It carries on shipbuilding, the manufacture of paper and rubber, and other industries, which are greatly facilitated by its cheap and abundant electric power. It is also the centre of an important fruit-growing district. Its saline springs ('*St. Catharine's Well*'), efficacious in rheumatism, gout, skin-diseases, and nervous prostration, attract numerous visitors. The *Bishop Ridley College* for boys is a Church of England institution.

The *Welland Ship Canal*, originally built in 1824-83 and reconstructed in 1872-87, runs from *Port Dathousie* (p. 230), on Lake Ontario, to *Port Colborne* (see p. 220), on Lake Erie, a distance of 26¾ M., and affords an outlet

from the Upper Lakes to the St. Lawrence and the sea. As the present canal, which is 14 ft. deep and 100 ft. wide at the bottom and possesses 26 locks, allows of the passage of vessels of only 1500 tons (traffic in 1915: 2,174,295 tons of freight), the construction of a larger canal was begun in 1914 at an estimated cost of \$50,000,000 in order to afford a continuous journey for the largest lake vessels from Lake Superior to Kingston (p. 217) on Lake Ontario. This new canal, 23 M. in length, will have 16 locks, each 60 ft. long and 80 ft. wide, with a total lift of 525½ ft. The depth of the new canal will be 26 ft. — On the Canal between St. Catharines and Port Lockport (p. 230), is the 'Canadian Hindley' course, the scene of an annual regatta of amateur oarsmen.

St. Catharines is also connected by railway and by electric tramway with (3 M.) *Port Lockport* (p. 230) with (22 M.) *Port Colborne* (80 ft.; *Commercial*, \$ 2.25; see pp. 216-230), with 23½ miles a Government elevator, large flour-mills, a blast-furnace, and a clock-factory. — St. Catharines is regularly during navigation from St. Catharines to *Toronto* (p. 216).

We pass numerous pulp and paper mills and as end the *Niagara Escarpment* (comp. p. 227). At (13 M.) *Verrillon* (Union, \$ 2½; 2460 inhab.) the train crosses the *Welland Canal* (see above).

Near Verrillon is the site of the *Red Bank* (June 24th, 1813; monument). Here *Lindsay Fitzgerald*, with 40 British soldiers and 200 Indians, captured an American force of 600 men. The British outpost here was warned of the American approach by the meridian of *Mrs. Lucia Secord*, who traversed 20 M. of Indian-haunted forest alone and on foot.

The Canadian town of (8½ M.) *Niagara Falls* (357 ft., *Hotels and Plan*, see p. 233, *Red Restaurant*, U.S. Consul, with (1921) 11,789 inhab., lies at the W. end of the *Railroad Bridges* (p. 239), not very conveniently situated for visitors to the Falls (see, however, the note on the electric railway at p. 234). It is a thriving manufacturing city and the centre of great power development (comp. p. 236). It contains some fine buildings, including the *Collegiate Institute*, the *Public Library* (Pl. A. 2), and the new *Technical School*, and its *Parks* (see p. 238) are very attractive.

The train moves slowly across the bridge (unobstructed view of the Whirlpool Rapids, p. 239) to the (73 M.) *Suspension Bridge Station** handbaggage examined, where passengers sometimes change-carriages for the N.Y.C. line to (2 M.) the American town of *Niagara Falls* (see p. 233).

c. By Canadian Pacific Railway.

94 M. C.P.R. to (78 M.) *Welland* in 2½ hr.; *MICHIGAN CENTRAL RAILROAD* thence to (16 M.) *Niagara Falls* (N.Y.) in ¾-1 hr. (fare \$ 2.90, parlor-car \$5 c.).

Between Toronto and (39 M.) *Hamilton* the C.P.R. trains run over the lines of the G. T. R. (R. 48b).

Beyond Hamilton the train follows the tracks of the Toronto, Hamilton, & Buffalo Railway, which runs in an almost straight line (S.E.) to Welland. — 47 M. *Stoney Creek* (p. 228); 51 M. *Vinemount*; 74 M. *Chantler*. From (78 M.) *Welland* (p. 231), on the Welland Canal (p. 228), where we cross the line from St. Catharines to Port Colborne (see above), to (94 M.) *Niagara Falls*, see p. 231.

* This name is somewhat of a misnomer since the construction of the new bridge (see p. 239).

d. **By Canadian National Railways** (*Steamer and Railway*).

79 M. STEAMERS of the NIAGARA, ST. CATHARINES, & TORONTO RAILWAY & NAVIGATION CO. (C.N.R.) leave TORONTO (Yonge St. Wharf) thrice daily in summer for (2½ hrs.) *Port Dalhousie*, connecting there with an ELECTRIC RAILWAY for *Niagara Falls* (1¼ hr.; fare \$ 1.80). The steamers are well-appointed, and the railway journey is pleasant, especially in summer (open cars).

From *Toronto* (see p. 207) the steamer steers straight across *Lake Ontario* (p. 225) to (29 M.) *Port Dalhousie* (*Austin Ho.*; *Dalhousie Hall*; see p. 229), a growing summer-resort (1500 inhab.) at the N. end of the *Welland Canal* (p. 228).

The railway trains start from the wharf. — 34 M. *St. Catharines* (p. 228). From (38 M.) *Merritton* (p. 229) to (41 M.) *Thorold* (526 ft.; City, \$ 2), a prosperous industrial town with 4823 inhab., the line runs between the old and new channels of the original *Welland Canal* (p. 228). The old canal furnishes electrical power for numerous manufacturing establishments in the vicinity. From *Thorold* a branch-line runs to *Welland* (p. 231) and (19 M.) *Port Colborne* (p. 229).

The line now traverses a fruit-growing district; and from (48 M.) *Niagara Falls, Ont.* (see p. 229), to (50 M.) *Niagara Falls, N. Y.* (see p. 233), it follows the *Niagara River* affording fine views of the Falls.

49. **From Detroit to Buffalo.**

Comp. Map at p. 220.

Detroit and Buffalo are both in the United States, but the direct routes between them pass almost wholly through Canadian territory.

a. **By Michigan Central Railroad.**

251½ M. RAILWAY (*Niagara Falls Route*) in 3¾-4¼ hrs. (fare \$ 9.75). This line runs along the N. shore of *Lake Erie*, through Ontario, and affords a good view of *Niagara Falls* (see p. 231). It forms part of one of the great through-routes between New York and Chicago (see *Baedeker's United States*). Luggage checked through to United States points is not examined; luggage from Canadian points is examined in crossing the *Cantilever Bridge* (p. 239).

From *Detroit* (p. 222) we pass under the *Detroit River* by means of a tunnel to (2 M.) *Windsor* (see p. 225). The line runs at first towards the S.E., but turns abruptly to the left at (17 M.) *Essex* (*Aberdeen*, \$ 2½).

A short branch-line runs from *Essex* towards the W. to (17 M.) *Amherstburg* (543 ft.; *Lake View*, \$ 3; *Amherst*, \$ 2½), an old French settlement, on the E. bank of the *Detroit River*, with 2560 inhabitants and the ruins of *Fort Malden*, recalling the war of 1812-14. In 1679 La Salle and Father Hennepin (p. 235) on their voyage westward in the 'Griffon' (comp. p. 240), here made the *Amherstburg* passage of the river after three days' sailing.

The country traversed is flat and fertile, without great scenic attractions. The section between *Fargo* and *St. Thomas* is almost absolutely straight, forming one of the longest railroad-tangents in the country. From (31 M.) *Comber* a branch runs to (14 M.) *Leamington* (p. 224). At (57 M.) *Fargo* we intersect the *Père Marquette R.R.* 69 M. *Ridgetown* (657 ft.; *Arlington*, \$ 4; 2360 inhab.); 93 M. *Dutton*.

112 M. **St. Thomas** 754 ft.: *Grand Central*, \$3 $\frac{1}{2}$; *Talbot*, R. \$1 $\frac{1}{2}$, a divisional point and important junction of lines to Glencoe (see below), London (p. 223), Toronto, etc., is a thriving city of 20,000 inhab., with various industries and a trade in agricultural produce. It possesses some fine *Public Buildings*, and its *Schools* include a *Collegiate Institute* and *Alma Ladies College*.

A short branch-line runs from St. Thomas to the S. to (8 M.) *Port Stanley* (Hillcrest, Gilmour Hse., \$3), on Lake Erie, the port of London (see p. 223) and a summer-resort, with a fine sandy beach.

Near (131 M.) *Brownsville* is the large *Lactomen Factory*, for the production of dried milk. Farther on we cross two branches of the G.T.R. — From (159 M.) *Waterford* a line runs to (18 M.) *Brantford* (p. 232), 172 M. *Hagersville* (729 ft.; p. 228). At (188 M.) *Canfield Junction* (see below) we cross the G.T.R. line from Buffalo to *Goderich* (p. 222).

213 M. **Welland** (601 ft. *Dexter*, \$4; *Welland*, \$3; see p. 229), with (1921) 8677 inhab. and large cordage-works, is one of the prosperous towns that have sprung up along the Welland Canal (p. 228). From this point a short line runs direct to (23 M.) *Buffalo*, via *Bridgeburg* and the *International Bridge*, but our line turns to the left (N.E.) and reaches the *Niagara River* at (225 M.) *Falls View* (comp. p. 239), where all trains stop five minutes to allow passengers to enjoy the splendid **View of Niagara Falls* (p. 234). The train then runs to the N. to (226 M.) *Victoria Park* (p. 235), and (227 M.) *Niagara Falls, Ont.* (p. 229), whence it crosses the Niagara by the *Cantilever Bridge* (p. 239; **View of the rapids*) to (227 $\frac{1}{2}$ M.) *Suspension Bridge* (p. 229). Thence to (229 $\frac{1}{2}$ M.) *Niagara Falls, N. Y.*, and (251 $\frac{1}{2}$ M.) *Buffalo*, see pp. 229, 226.

Beyond Niagara Falls (Ont.) the Michigan Central R.R. runs to the N. to (6 M.) *Queenston* (p. 226) and (13 M.) *Niagara-on-the-Lake* (p. 226).

b. By Grand Trunk Railway.

259 M. **RAILWAY** in 11 hrs. (fare \$8.15). This line runs via London, Hamilton, Suspension Bridge, and Niagara Falls (N. Y.).

From *Detroit* (p. 222) we cross to (1 M.) *Windsor* as at p. 224. From Windsor to (111 M.) *London* (p. 223) the route is substantially the same as that followed by the C.P.R. (R. 47c). The chief intermediate station is (47 M.) *Chatham* (p. 224). From (84 M.) *Glencoe* (p. 224) another line diverges to the right for Buffalo, passing *St. Thomas* (see above), *Tillsonburg* (p. 221), *Simcoe Junction* (for branches to Port Dover and to Woodstock, pp. 228, 223), and *Canfield Junction* (see above). From Canfield Junction a branch-line runs to Port Colborne (p. 229) and *Fort Erie* (King Edward, R. \$1 $\frac{1}{2}$; 1350 inhab.), opposite Buffalo. — At (101 M.) *Komoka* the line to *Sarnia* (see p. 224) branches off to the left.

Beyond London the line continues to follow a general N.E. direction. 130 M. *Ingersoll* (879 ft.; Atlantic, from \$2 $\frac{3}{4}$), an industrial town with 5118 inhab., whence C.P.R. lines run to (25 M.) *St. Mary's* (p. 222), to (33 M.) *Port Burwell* (wireless station), on Lake Erie,

and to (25 M.) *St. Thomas* (p. 231). At (140 M.) *Woodstock* (p. 223) we touch the C.P.R. line to Toronto and cross the G.T.R. line to *Goderich* (p. 222). — 158 M. *Paris Junction*, whence another line diverges to the left for Hamilton viâ (10 M.) *Harrisburg* (Rail. Restaurant; comp. below and p. 221). 159 M. *Paris* (843 ft.; Arlington, \$2½), on the *Grand River*, with 4365 inhab. and gypsum-quarries.

166 M. *Brantford* (691 ft.; *Kerby Ho.*, from \$4; *Belmont*, from \$3½; golf-links), situated on the *Grand River*, is an important industrial city of 35,000 inhab. (incl. suburbs), with manufactures of agricultural implements, stoves, waggons, and bicycles. The town, which is known for its high-class schools, contains the *Ontario School for the Blind*. Brantford is the headquarters of the amalgamated Iroquois tribes of the Six Nations (comp. p. 47), which were formed at the time of the first European settlements, and is named after the famous Mohawk chief *Brant*, who remained loyal to England at the American Revolution and migrated hither, with part of his tribe, after the close of the war. A fine monument to him has been erected in Victoria Square. Brant is buried in the old *Mohawk Church*, 2 M. from the city, where services are still held for the pupils of an adjacent *Indian Institute*. The *Bow Park Farm*, with its famous thoroughbred stock, lies 3 M. from the city.

Brantford is also on the G.T.R. line from Buffalo to *Goderich* (p. 222), and branch-lines connect it with *Harrisburg* (see above), *Waterford* (p. 231), etc. An electric railway runs to *Hamilton* (p. 227).

175 M. *Lynden*; 184 M. *Dundas* (316 ft.; Central, \$3; Collins, \$2½), a prettily situated town with 5000 inhab., is older than Hamilton and was at one time a rival. A canal connects the town with Lake Ontario. 191 M. *Hamilton* (Rail. Restaurant), see p. 227.

From Hamilton to (237 M.) *Niagara Falls* (N.Y.) and (259 M.) *Buffalo*, see pp. 228-229 and p. 226.

c. By Steamer.

The large and admirably equipped steamers of the DETROIT & CLEVELAND NAVIGATION Co. ply daily between *Detroit* and *Buffalo*. — The smaller and slower steamers of the ANCHOR LINE ply thrice fortnightly (twice weekly in July and Aug.), taking about one day. They call at *Cleveland* and *Erie*. G.T.R. tickets between Buffalo and Detroit, in either direction, are accepted for the passage. Warm wraps should be taken even in midsummer. For fuller details and an account of the voyage all the way between Buffalo and Chicago, see *Baedeker's United States*.

From Detroit to *Toronto* and *Montreal* by steamer, see R. 46.

Detroit, see p. 222. The steamer first descends the *Detroit River*, which varies in width from 4 M. at its mouth to ½ M. opposite Detroit. It generally presents a very animated sight.

Lake Erie (572 ft. above the sea), which we reach about 18 M. from Detroit, the second (counted from the E.) and most southerly of the Great Lakes is 239 M. long and 40-59 M. wide, with an area of 10,000 sq. M. (about one-third of the size of Scotland). 14 M. (1.) *Amherstburg* (see p. 230).

Lake Erie is by far the shallowest of all, having an average depth of 85 ft. and a maximum depth of 910 ft. It communicates with Lake Huron



by the Detroit River (see p. 222) and pours its waters into Lake Ontario by the Niagara River (see p. 234); with the Atlantic seaboard it is connected by means of the New York State Barge Canal (see p. 15). The lake is the scene of a very busy navigation. The first vessel to navigate the lake was built on the Niagara River by La Salle in 1679 (see p. 240), and the first steamboat was launched in 1818.

The steamer passes the **Put-in-Bay Islands*, a favourite summer-resort (several hotels), about 20 M. from the mouth of the Detroit.

The largest of these islands is Pelée Island (*Isle Pelée*, *Br. Is. c.* § 31½), situated about 8 M. to the S. of *Point Pelee* (p. 224) and the south-most point of Canada (41° 39' 44" 50" N lat.). The island, which is known for its genial climate (mean temp. in Jan. 26° Fahr., in July 74°; mean annual temp. 49°), was once noted for its vine culture but is now chiefly engaged in the growing of tobacco and corn.

We then steer for the S. (U.S.) shore. 65 M. (from Detroit) *Sandusky* is passed without a stop. The coast farther on is varied and picturesque.

115 M. *Cleveland* (580 ft.; *Statler*, with 1000 rooms; *Hollanden*; *Colonial*; *Euclid*; *New Amsterdam* etc.), the largest city of Ohio, with (1920) 796,836 inhab. and large iron and steel works, is one of the most beautiful cities on the Great Lakes, and is seen to advantage from the steamer. The *Garfield Memorial*, over the grave of *President Garfield*, is conspicuous to the E. of the city. For fuller details comp. *Baedeker's United States*.

Beyond Cleveland the steamer runs near the well-wooded shore.

210 M. *Erie* (*Lawrence*; *Reed Ho.*; *Liebel Ho.*, etc.), a shipping-port of Pennsylvania, with (1920) 93,372 inhab. and a good harbour, sheltered by *Presque Isle*, was the headquarters of *Commodore Perry* when he defeated the Anglo-Canadian fleet in 1813. This is usually the last point touched at, *Dunkirk* and other places being passed over.

220 M. *Buffalo* (*Statler*; *Irquis*; *Lenox*; *Lafayette*, etc.), see *Baedeker's United States*.

50. Niagara Falls.

Railway Stations. *New York Central* (Pl. C, 4), cor. of Falls St. and Second St., also used by the Michigan Central, West Shore, Lehigh Valley, and the R. W. & O. Railways; *Erie Depot* (Pl. C, 4), cor. of Niagara St. and Fourth St. — The Canadian lines make connection for Niagara Falls at *Suspension Bridge* (Pl. C, 4; p. 229), 2 M. to the N.; and there are also stations on the Canadian side at *Niagara Falls (Ontario)* (Pl. B, 4), *Victoria Park* (Pl. A, 3), and *Falls View* (Pl. A, 6; comp. p. 231). — Niagara Falls, N.Y., is also connected with Suspension Bridge by tramway (5c.).

Hotels (omnibus from the station 25c.) *On the American Side*: *INTERNATIONAL HOTEL* (Pl. a; B, 4), from \$ 4½, *CATARACT HOTEL* (Pl. b; B, 4), R. from \$ 2, both under one management and open in summer only (all meals served in the International); *PROSPECT HOUSE* (Pl. c; C, 4), well spoken of, from \$ 1; *IMPERIAL* (Pl. e; C, 4), well spoken of, R. from \$ 2; *TOWER* (Pl. f; B, 4), from \$ 3½. — *On the Canadian Side* (see p. 229). **CLINTON HOUSE* (Pl. h; A, 4), near the Upper Steel Arch Bridge, with a fine view of the Falls, May-Oct., from \$ 6; *LAFAYETTE* (Pl. g; A, 3), opposite the Upper Steel Arch Bridge, \$ 3½, open all the year round; *SAVOR*, \$ 4.

Carriages. The former extortionate charges have somewhat abated, but the cab-touts on the trains and at the station are scarcely to be trusted. The rates are within the city limits: 1 pers. 60c. for 1½, each addit.

pers. 50 c., \$1 (addit. pers. 50 c.) for 2 M., \$1½ (addit. pers. \$1) for 3 M. For any distance more than 3 M.: one-horse carriage \$1½ for the first hour, \$1 each addit. hr., two-horse carr. \$2, \$1½. It is, however, always advisable to make a distinct bargain with the driver, and lower terms than the legal rates may often be obtained, especially by a party. It should be expressly stipulated who is to pay the tolls in crossing the bridges, etc.; and the driver should be strictly enjoined not to stop at any of the bazaars or other pay-places unless ordered to do so. — **Park Vans and Automobiles** make the round of the American Reservation at frequent intervals, and passengers are entitled to alight at any number of points and finish the round by any subsequent vehicle on the same day.

Electric Tramways. The INTERNATIONAL RAILWAY runs along the Canadian bank from *Queenston* (p. 226; see Pl. B, 1) to (11½ M.) *Chippawa* (beyond Pl. C. 6; p. 240; fare 45 c.), taking 1 hr. to the trip and stopping at *Brook Monument* (p. 226; fare 10 c.), the *Whirlpool* (p. 240; 20 c.), *Niagara Falls Town* (p. 229; 25 c.), *Niagara Falls Park* (p. 238; 30 c.), and *Dufferin Islands* (p. 239; 30 c.). The NIAGARA GORGE RAILROAD ('*Great Gorge Route*'), on the American side, runs through the gorge and along the brink of the river to (7 M.) *Lewiston* (p. 226; fare 50 c., there and back 75 c.), and thence on to *Youngstown* and (14 M.) *Port Niagara* (p. 223; 65 c., 95 c.). — These lines afford admirable views of the rapids, gorge, and falls. Visitors who are not pressed for time may take the Canadian line to *Queenston*, cross the suspension-bridge to *Lewiston*, and return on the American side (or *vice versa*; round-trip fare \$1). This is known as 'The Niagara Belt Line'. Evening-excursions are sometimes arranged, with search-light effects on the rapids and whirlpool. 'Stop-overs' are allowed on these lines without extra charge. — An electric railway also runs from *Niagara* to *Buffalo* (1¾ hr.; fare 35 c., return-fare 50 c.).

Fees. Since the establishment of the American and Canadian National Parks and Reservations (see below) all the chief points are free; and the only extra expenses which the visitor is advised to incur are the trip in the '*Maid of the Mist*', including the visit to the Canadian side (50 c.), the *Cave of the Winds* (\$1; or the similar trip on the Canadian side, 50 c.), and the view of the *Whirlpool Rapids* (50 c.).

Reservations. The *New York State Reservation at Niagara* comprises 107 acres and was opened in 1885. It includes *Prospect Park* (p. 236) and *Goat Island* (p. 237). — The *Queen Victoria Niagara Falls Park*, extending along the river on the Canadian side, all the way from *Lake Erie* to *Lake Ontario*, covers 787 acres; the *Park Reservation* in the immediate neighbourhood of the Falls contains 196 acres.

Plan and Season of Visit. The description in the text follows the best order in which to visit the Falls. The Canadian side is seen to greatest advantage in the afternoon, the sun being then at our backs as we face the Falls, the American side in the morning. The *Whirlpool Rapids* are best seen from the Canadian side. It is possible to see all the chief points in one day, but it is better to allow 2-3 days for the visit. The first half of June, the second half of Sept., and Oct. are good seasons to visit *Niagara*, which is hot and crowded in midsummer. No one who has an opportunity to see them should miss the Falls in the glory of their winter dress.

The ****Falls of Niagara** ('Thunder of Waters'), one of the greatest and most impressive of the natural wonders of America, are situated on the *Niagara River*, as the *St. Lawrence* (see p. 218) is here called, 22 M. from its head in *Lake Erie* and 14 M. above its mouth in *Lake Ontario*. The *Niagara River* forms the outlet of the four great Western lakes (*Erie*, *Huron*, *Michigan*, and *Superior*), descending about 330 ft. in its course of 36 M. and affording a channel to a large part of the fresh water in the globe. Its current is swift for about 2 M. after leaving *Lake Erie*, but becomes more gentle as the channel widens and is divided into two parts by *Grand*

Island (p. 240). Below the island the stream is $2\frac{1}{2}$ M. wide. About 15 M. from Lake Erie the river narrows again and the rapids begin, flowing with ever-increasing speed until in the last $\frac{3}{4}$ M. above the Falls they descend 55 ft. and flow with immense velocity. On the brink of the Falls, where the river bends at right angles from W. to N., the channel is again divided by *Goat Island* (p. 237), which occupies about one-fourth of the entire width of the river (4770 ft.). To the right of it is the ***American Fall** (Pl. B. 4), 1000 ft. wide and 167 ft. high, and to the left of it is the ****Canadian or Horseshoe Fall** (Pl. A. 5, 6), 1500 ft. high, with a contour of 2550 ft. The volume of water which pours over the Falls is 12 million cubic ft. per minute (about 1 cubic mile per week), of which fully nine-tenths go over the Canadian Fall. The depth of the water of the American Falls varies from one foot or less to not more than three feet, whereas that of the Canadian Fall is supposed to be 20-25 ft. The Falls descend into a basin about 100 ft. deep, though under the Goat Island shelf it reaches a depth of 192 ft. Here the so-called 'Ice Bridge' often forms in winter, from the regelation of flies carried over the Falls. The gorge is here about 1250 ft. in width. Two miles farther down it is barely 800 ft. wide, and at the Whirlpool Rapids (p. 239), with a descent of 50 ft., the huge volume of water is compressed into a space of less than 300 ft. Within 7 M. the various lower rapids descend 100 ft., but at Lewiston the river once more becomes wider and smoother.

The gorge through which the river runs has been formed by the action of the vast body of water rushing through it, and the Falls themselves are receding up the river at a rate which may perhaps be safely assumed to average about 4 or 5 ft. per annum. The rocks passed through by the receding falls are limestone, shale, and sandstone. At present the formation over which the water pours is limestone, with shale lying 60-90 ft. below it; and the frequent fall of great masses of limestone rock is due to the erosion of the underlying shales. At the Whirlpool the continuity of the rock-formation is interrupted, and the end wall of the ravine is formed of glacial drift which fills the gorge of a pleistocene river flowing towards St. David. The time required for the recession of the Falls from the rim of the Niagara Escarpment at Lewiston (see p. 226) up to the Canadian Fall is estimated to be about 30,000 years, the speed of recession and the width of the gorge varying with the volume of water of the river at different periods. Comp. 'Rate of Recession of Niagara Falls', by G. K. Gilbert (U.S. Geol. Survey, Washington, 1907), 'The Falls of Niagara', by J. W. W. Spencer (Geol. Survey, Ottawa, 1907) and 'The Niagara River', by A. B. Hulbert (New York, 1908).

Niagara Falls appear under the name of Ongiara in Sanson's Map of Canada (Paris, 1657), but the first white man known to have seen Niagara Falls was *Father Hennepin*, a member of La Salle's party in 1678 (see pp. 217, 240). He described them as 'a vast and prodigious cadence of Water, which falls down after a surprizing and astonishing manner, inasmuch that the Universe does not afford its Parallel . . . The Waters which fall from this horrible Precipice do foam and boyl after the most hideous manner imaginable, making an outrageous Noise, more terrible than that of Thunder; for when the Wind blows out of the South, their dismal roaring may be heard more than 15 leagues off'. The sketch he made of the Falls shows several points of difference from their present state.

+ The International boundary (comp. Plan) passes near Terrapin Rock (p. 237), thus leaving a small part of the Horseshoe Fall in American territory

The Indians have a tradition that the Falls demand two human victims every year; and the number of accidents and suicides is more than large enough to maintain this average.

The American city of **Niagara Falls** (hotels, see p. 233) closely adjoins the river and in 1920 contained 50,760 inhab. (as compared with 5502 in 1890). The chief source of its prosperity has long been the influx of sightseers (ca. 700,000 per annum); but it is now, thanks to the tapping of the Falls by tunnels and power-canals, rapidly becoming an industrial centre of great importance. It is also the seat of a university (see p. 240).

Within the past few years, with due regard both to the demands of the industrialists and those of the lovers of natural beauty, the authorities of Canada and the United States have authorized the subtraction of water from Niagara River above the Falls for industrial purposes to the extent of 26,000 cubic ft. per second on the Canadian side, yielding from 450,000 to 480,000 horse-power, and of 20,000 cubic ft. on the American side. The power derived is used not only in manufacturing but also for hundreds of miles of electric railways and for the lighting of several towns. The general appearance of the Falls has been little marred by these operations.

The traveller should undoubtedly visit one of the **POWER HOUSES**, where he will receive an impression of weird force hardly unworthy of mention beside that produced by the Falls themselves. The intake-canals, the wheel-pits, the huge 'penstocks' or vertical inlet-pipes, the turbines, the generators, etc. are all full of interest even for the non-professional visitor. The power-house of the *Niagara Falls Power Co.* (beyond Pl. D, 4; adm. 25 c.; guide), on the American side, is easily reached by the Buffalo trolley (p. 234) or any of the cars marked 'Power House'. A short canal, about $1\frac{1}{4}$ M. above the Falls, diverts here a portion of the river to steel penstocks and water-wheels working under a head of 136 ft. where a maximum of 120,000 horse-power is attained. From the wheelpit the discharge water is carried off by a tunnel (Pl. B-D, 4), nearly $1\frac{1}{2}$ M. long, 29 ft. high, and 18 ft. wide, which has been excavated through the solid rock to a point just below the Upper Steel Arch Bridge (comp. p. 238) and passes about 200 ft. below the city. The following three power-houses, all situated on the Canadian side, also admit visitors. The *Ontario Power Co.* (Pl. A, 5; adm. 50 c.; see p. 238) conducts the water from a forebay (comp. Pl. B, 6) near Dufferin Islands by means of a huge steel flume 18 ft. in diameter and running below Queen Victoria Niagara Falls Park, to the power-house situated at the base of the Canadian Fall. The plants of the *Canadian Niagara Falls Power Co.* (Pl. A, 6; 25 c.; 100,000 horse-power) and of the *Electrical Development Co. of Ontario* (Pl. B, 6; 125,000 horse-power) are arranged on plans similar to those of the Niagara Falls Power Co. (see above), the discharge water being led from the turbines to points below the Canadian Fall by means of large tunnels, each about $\frac{1}{2}$ M. long. For the description of the *Queenston-Chippawa Development*, now under construction, see p. 226.

With the Niagara Falls Co. Power House may be combined a visit to the huge *Natural Food Conservatory* (Pl. C, 4, 5; guide, no charge), in Buffalo Ave., where the well-known shredded-wheat biscuits are made. Besides the processes of manufacture, the visitor will be interested in the arrangement of the factory, including the emp'oyees' dining-room, the marble bathroom, and the auditorium. Splendid view from roof-observatory.

From the W. end of Falls St., near the *Soldiers Monument*, we may enter **Prospect Park** (Pl. B, 4; see p. 234), 12 acres in extent, which adjoins the gorge close to the American Fall. By keeping to the right within the park we reach (3 min.) **Prospect Point*, protected by an iron parapet, where we stand on the very brink of the Fall and see it dash on the rocks below. **Hennepin's View*, a little to the right

(N.), supposed to be the spot from where Father Hennepin (comp. p. 235) viewed the Falls, commands a better general view. Between Prospect Point and Hennepin's View an *Elevator* (5 c.) and a *Flight of Steps* (266 steps) descend to the bottom of the gorge and the dock of the 'Maid of the Mist' (p. 239).

Following the parkway to the left (E.) from Prospect Point, we reach (3 min.) the *Goat Island Bridge* (300 ft. long), a stone arch-bridge, crossing the right arm of the river, a little above the American Fall. It commands a fine view of the *American Rapids* (Pl. B, C, 5) dashing between several little rocky islets. The bridge ends at *Green Island*, whence another short bridge crosses to *Goat Island* (Pl. B, 5; see p. 235), a beautifully wooded tract of 80 acres which affords attractive walks. Here we follow the path descending to the right to (7 min.) **Luna Island*, a verdant rocky islet between the main American Fall and the **Luna Fall*, named from the lunar rainbows seen here at full moon. The continuation of the path along the W. side of Goat Island leads in 2 min. more to the **Biddle Stairs*. Near-by stands a pavilion, with a large veranda, where a guide and complete change of dress are obtained for a descent to the **Cave of the Winds* (Pl. C. of W., B 5; fee \$ 1; small gratuities expected). Visitors are recommended to provide themselves with a towel and a change of underclothes and stockings.

Everyone should descend the stairs opposite the above-mentioned pavilion and follow the path along the foot of the cliffs towards the base of the Luna Fall; but only those of strong nerves should attempt the trip through the Cave of the Winds, which, however, is said to be safe and is often made by ladies. For those who can stand it the experience is of the most exciting and pleasurable description. After passing over the gangways and bridges amid the rocks and spray in front of the Luna Fall, we are conducted through the 'Cave of the Winds' behind it, where the choking, blinding, and deafening tumult of wind and water defies description. The visitors grasp each other by the hand and slide through on a narrow ledge, with a perpendicular wall of rock within an inch of their noses and the mighty volume of the fall at their backs.

Beyond the Biddle Stairs the broad walk on Goat Island leads to (4 min.) *Porter's Bluff* (Pl. A, 5), affording a partial view of the Horseshoe Fall. A path and bridge descend hence in about 3 min. to **Terrapin Rock* (Pl. A, 5), on the edge of the Horseshoe Falls, affording the best view of these from this side.

'The river here is evidently much deeper than the American branch, and instead of bursting into foam where it quits the ledge, it bends solidly over and falls in a continuous layer of the most vivid green. The tint is not uniform, long strips of deeper hue alternating with bands of brighter colour . . . From all this it is evident that beauty is not absent from the Horseshoe Fall, but majesty is its chief attribute. The plunge of the water is not wild, but deliberate, vast, and fascinating' (*Tyndall*).

From Terrapin Rock we retrace our steps to Porter's Bluff whence a broad path leads along the bank of the river to (9 min.) the series of bridges leading in 3 min. to the *Three Sisters Islands* (Pl. B, 5), which afford the best view of the broad **Canadian Rapids* (Pl. A, B, 5, 6), resembling the waters of a rough sea. A smaller rock,

known as the *Little Brother*, is separated from the 'Third Sister' by a very narrow arm of the river.

We may now return through the centre of Goat Island by following straight on the broad path beginning at the N. end of the series of bridges mentioned at p. 237 and after 4 min. turning to the left by the road which brings us in 2 min. more to the S. end of the *Goat Island Bridge* (p. 237) leading to the mainland. But those who have time should take the path diverging to the right at the N. end of the series of bridges to (4 min.) the 'Parting of the Waters' at the head of Goat Island (Pl. C, 5), where we obtain a view of the broad and quiet river above the cascades, with *Grand Island* (p. 240) in the background. Thence the broad walk leads back along the N. side of Goat Island, affording a view of the *American Rapids* (p. 237), to (7 min.) the bridge.

We may now cross to the **Canadian Side** of the river by the *Upper Steel Arch Bridge* (Pl. B, 4; bridge-toll there and back 10 c., incl. tramway-fare), also known as *Park* or *International Bridge*, about 250 yds. below the American Fall, erected in 1897-8 to replace the old suspension-bridge. It is 1240 ft. long, including a main span of 840 ft., 46 ft. wide, and 192 ft. above water. From the bridge we obtain fine views of the upper Niagara gorge. — Just below the bridge, on the American shore, is the mouth of the tunnel described at p. 236. On the bank above is a group of mills and manufactories, run by the power of a surface-canal, the so-called *Hydraulic Canal* (Pl. B-D, 3, 4), which, beginning about $\frac{1}{2}$ M. above the Falls, is about $\frac{3}{4}$ M. long and 14 ft. deep. Part of its waters is delivered through huge steel penstocks to the turbines of power-houses situated about 210 ft. below.

On reaching the Canadian end of the bridge, we turn to the left and reach (3 min.) **Queen Victoria Niagara Falls Park** (Pl. A, 4-6; see p. 234), which extends along the river (electric tramway, see p. 234). The park contains a bronze statue (by Dunbar) of *Colonel Gzowski* (1813-99), its chief promoter. On entering the park there is to the left a long view-terrace commanding a magnificent *View of the Falls. As we proceed similar views are obtained of the Falls and the gorge, especially from the *Rambler's Rest* (Pl. A, 4) and *Inspiration Point* (Pl. A, 4). To the right is a *Restaurant*; farther on we reach the power-house of the *Ontario Power Co.* (Pl. A, 5; p. 236). Just beyond, about 20 min. from the W. end of the Upper Steel Arch Bridge, are the *Table Rock House* and ****Table Rock** (Pl. A, 5), which, though enshrouded in spray, affords an indescribably grand and nearer view of part of the Horseshoe Falls (p. 235). Beautiful rain-bows are seen on the spray in the afternoon.

The name of Table Rock still adheres to this point, though the last portion of the overhanging ledge that gave rise to it fell into the abyss in 1850. — An elevator here affords an opportunity to those who wish to go under the Falls (25 c., with waterproof suit, almost indispensable, 50 c.), where from a tunnel (200 ft. long) the falling water may be perceived amidst a deafening roar.

A road diverging near Table Rock leads to *Lundy's Lan*, where a bloody but somewhat indecisive struggle took place on July 26th, 1814, between the Americans and the Anglo-Canadians. The latter, however, were left in possession of the field, the Americans retiring on Fort Erie. A monument has been erected to the Canadians who fell in the battle.

From Table Rock visitors may proceed to *Falls View*, a viewpoint near the station of that name (see p. 234), with a magnificent general view of the Falls and the river.

The walk through the Park above Falls View to (1 M.) *Duffin Islands* (Pl. B, 6) has now lost much of its attraction owing to the transformation wrought by the Power Companies. No time need be wasted on the so-called *Burning Spring* (adm. 50 c.).

No one should omit to take the ** Trip in the little steamer, the *Maid of the Mist*, which starts near the foot of the Elevator descending from the end of Prospect Park (see p. 236), steams up the river nearly to the foot of the Horseshoe Fall, and touches at a wharf on the Canadian side (for 50 c., incl. water-proof dress). The view it affords of the Falls is one of the best to be had; and the trip is perfectly safe. Passengers may disembark on the Canadian side (where an incline ascends to the Queen Victoria Park) and return by any later trip of the steamer the same day.

The river and its banks below the Upper Steel Arch Bridge offer many points of great interest. The Whirlpool Rapids and the Whirlpool (see below and p. 240) are both seen to greatest advantage from the Canadian side.

From the N. end of the bridge we follow the road (electric railway, see p. 234) descending along the edge of the cliff to (2 M.) the **Cantilever Bridge** (Pl. B, C, 1) of the *Michigan Central Railroad*, completed in 1883. It is entirely of steel and has a total length of 900 ft. The two cantilever arms, 395 ft. and 375 ft. long, are connected in the centre by a fixed span of 125 ft. It is 245 ft. above the water. About 100 yds. below this bridge is the **Lower Steel Arch Bridge** (Pl. B, 1) of the *Grand Trunk Railway*, erected in 1897 on the site of the former *Railway Suspension Bridge* (comp. p. 229), with a roadway below the railroad track (toll 10 c., incl. return). The length of this bridge, including approaches, is 1100 ft., half of which is absorbed by the arch itself. The highest point is 226 ft. above the water. It commands a fine view of the Whirlpool Rapids (see below), but the Falls are partly hidden by the Cantilever Bridge.

A little below the Lower Steel Arch Bridge is the entrance to the *Rapids Park*, where we descend by an Elevator (50 c.) to view the ***Whirlpool Rapids**, which in their own way are as wonderful as the Falls. The immense volume of water is here forced to flow through a channel (300 ft.) so narrow and so impeded with rocks that it actually assumes a convex form, the centre of the river being much higher than the edges. The Rapids are about $\frac{3}{4}$ M. in length. Three elevators (each 50 c.) descend to the Rapids on the American side.

It was in an effort to swim down these Rapids that Capt. Webb lost his life in 1883, but since then several persons have passed through them

safely in barrels. The old 'Maid of the Mist' was successfully piloted through the Rapids to Lewiston in 1861. Blondin and others have crossed the gorge above the Rapids on ropes of hemp or wire. Some idea of their sensations may be gleaned by riding over the whirlpool by way of the recently constructed *Aerial Railway* (length of cable 1708 ft.).

We may now cross the railway-bridge and return along the American side (tramway, see p. 234).

About 1 M. below the Railway Bridges is the ***Whirlpool** (electric railway, see p. 234), of which we get a good distant view from the top of the cliff. The river here bends suddenly at right angles to its former course, and the Whirlpool, 1150 ft. in diameter, is occasioned by the full force of the current impinging against the cliffs of the left bank. On the opposite (E.) bank the buildings of *De Veaux College* are seen.

'Here within the compass of a mile, those inland seas of the North, Superior, Huron, Michigan, Erie, and the multitudes of smaller lakes, all pour their floods, where they swirl in dreadful vortices, with resistless undercurrents boiling beneath the surface of that mighty eddy. Abruptly from this scene of secret power, so different from the thunderous splendours of the cataract itself, rise lofty cliffs on every side, to a height of two hundred feet, clothed from the water's edge almost to their crests with dark cedars. Noiselessly, so far as your senses perceive, the lakes steal out of the whirlpool, then, drunk and wild, with brawling rapids, roar away to Ontario through the narrow channel of the river. Awful as the scene is, you stand so far above it that you do not know the half of its terribleness; for those waters that look so smooth are great ridges and rings, forced, by the impulse of the currents, twelve feet higher in the centre than at the margin. Nothing can live there, and with what is caught in its hold, the maelstrom plays for days, and whirls and tosses round and round in its toils, with a sad maniacal patience' (*Howells*).

Farther down the river, on the American side ('Gorge Route' cars, see p. 234), is the *Devil's Hole*, the scene of a massacre of the British by the Seneca Indians in 1762 (memorial tablet).

The *Riverway* (Pl. B-D, 4, 5) ascends along the American side of the river from Goat Island Bridge to (1 M.) the *Old French Landing*, where La Salle and Father Hennepin are said to have embarked in 1678 after their portage from Lewiston. Nearly opposite, on the Canadian shore, is the village of *Chippawa*, where the Americans defeated the English in 1814. This is the terminus of the International Railway (p. 234). About 1 M. farther up is the *Schlosser Landing*, fortified by the French in 1750 and by the English in 1761. *Navy Island*, near the Canadian shore, gave shelter to the insurgents of the 'Mackenzie War' (1837-8; comp. p. 209). Just above is *Grand Island* (26 sq. M. in area; comp. p. 234; *Bedell Ho.*, a popular summer-hotel, from \$ 2½), which obtained some notoriety in 1820, when Major Noah proposed to found here the city of Ararat, as a universal refuge for the Jews. Opposite Grand Island, on the American shore, 5 M. above the Falls, is the village of *Lasalle*, at the mouth of the *Cayuga*, where La Salle launched the 'Grillon', the first vessel to navigate the upper Great Lakes (1679; comp. p. 230). — About 8 M. to the N.E. of Niagara Falls is the *Reservation of the Tuscarora Indians* (baskets, etc., for sale).

The *OBSERVATION TRAINS* of the N.Y.C. & H.R.R.R. between Niagara Falls and (7 M.) *Lewiston* (return-fare 25 c.) afford admirable views (to the left) of the gorge of the Niagara, along which they run about 150 ft. above the river. The line passes *Niagara University*, a Roman Catholic institution, founded in 1883 and attended by about 200 students. Beyond a short tunnel it finally descends by means of a loop into *Lewiston* (see p. 226).

From Niagara to *Buffalo*, see p. 226; to *Lewiston*, *Niagara-on-the-Lake*, and *Toronto*, see R. 48a; to *Hamilton*, see R. 48b; to *Queenston*, see p. 226; to *Detroit*, see R. 49.

51. From Toronto to North Bay and Cochrane.

Muskoka District, Timagami Region.

481 M. Through connection (G. T. R.) in 2³/₄ hrs. (fare \$ 16.52; sleeper \$ 5.64, parlor-car \$ 3.50) — From *Montreal* to Cochrane via North Bay (comp. R. 55), 613 M., Canadian Pacific Railway in 26 hrs. (fare \$ 20.40, through-sleeper \$ 6.20).

I. From Toronto to North Bay.

Comp. Map at p. 197.

227 M. GRAND TRUNK RAILWAY in 9¹/₂–10¹/₂ hrs. (fare \$ 7.82; sleeper \$ 3, parlor-car \$ 1¹/₂). — This line affords access to the beautiful *Muskoka Lake District* (R. 53). Through-carriages run to *Muskoka Wharf* (p. 243; fare \$ 3.91, sleeper \$ 3, parlor-car 75 c.); and return-tickets are issued at reduced rates to all the principal points on the lakes (to *Beaver Lake* and back \$ 7.10). Similar tickets are issued at Hamilton, London, Niagara, Port Huron, and Detroit.

Toronto, see R. 45. The line runs towards the W. (view of the old *Lunatic Asylum* to the right and the *Home for Incurables* to the left), then turns to the N. and quits the city precincts at (5 M.) *Davenport*. To the left is the valley of the *Humber* (p. 209). — About 3 M. beyond (22 M.) *King* we cross the watershed between Lakes Ontario and Huron (1000 ft. above sea-level). The *Valle of Aurora*, through which we now pass, recalls an English landscape. 30 M. *Aurora* (886 ft.; 2500 inhab.); 34 M. *Newmarket* (King George, \$ 3), with about 4000 inhab. and some manufactories. To the right, a little farther on, are the headwaters of the *Holland River*, part of the old canoe and portage route from Toronto to Lake Simcoe (comp. p. 209). — 38 M. *Holland Landing*, a place of some importance in the pre-railway days. On the village-green (not visible from the train) is a large anchor, brought from England and destined for service on the Great Lakes, but stranded here owing to the declaration of peace between Great Britain and the United States (1814). — We cross the Holland River at (41 M.) *Bradford* (Queen's, \$ 2¹/₂), frequented by sportsmen and anglers (maskinonge, etc.). — At (52 M.) *Lefroy* we have our first view (right) of *Lake Simcoe* (see p. 242). *Roach's Point*, seen across the narrow S. arm of the lake (ferry), is a favourite summer and fishing resort.

63 M. *Allandale* (734 ft.; *Rail. Restaurant*), situated at the end of *Kempensfeldt Bay*, the narrow W. arm of Lake Simcoe, is a divisional point, the junction of lines to (91 M.) *Hamilton* (see p. 228), to (39 M.) *Penetang* (see p. 242), and to (53 M.) *Meaford* (see below). The monument in the station-garden commemorates Col. *Cumberland*, for many years General Manager of the N. & N.W. Railway.

The line to (53 M.) *Meaford* (Paul's, \$ 3; Queen's, \$ 2¹/₂), a port^l and industrial town (3200 inhab.), on *Nottawasaga Bay*, the S. compartment of *Georgian Bay* (p. 263), passes (23 M.) *Stayner* (Capstan Inn, \$ 3¹/₂; Central \$ 2¹/₂), a summer-resort on the same bay, and (31 M.) *Collingwood* (*Globe*, \$ 3; *Dominion*, *Arlington*, \$ 2¹/₂; see p. 228), another flourishing lake-port (about 8000 inhab.), with important steel shipbuilding plants, large dry-docks, foundries and machine shops, and a Government fish hatchery. Steamers ply from Collingwood to points on *Georgian Bay* (see p. 261) and *Lake Huron* (R. 56).

Penetang or *Penetanguishene* (589 ft.; *Canada Ho.*, \$ 3½; *Minnecogama-shene*, \$ 2), with nearly 4000 inhab., lies at the head of an inlet of Georgian Bay, 2½ M. to the N.W. of Midland (see below), for which place a branch-line diverges at (27 M.) *Birch*. *Penetang* was formerly the Canadian naval station on the Great Lakes but was dismantled on the convention of mutual disarmament with the United States. It is now frequented as a summer-resort and by sportsmen (Indian guides \$ 2 per day). A cross marks the spot where Champlain landed in 1615. The Jesuit establishment here dates from 1634, the site being marked by a Memorial Church. Steamers ply hence to *Parry Sound* (p. 200), and other places in the *Parry Archipelago* (the 'Thirty Thousand Island Route'; p. 200).

64 M. *Barrie* (726 ft.; *Barrie, Simcoe*, \$ 3), a flourishing little city and summer-resort, with 6992 inhab., is prettily situated on the N. side of *Kempfenfeldt Bay*. It is the starting-point of the *Lake Simcoe* steamer (see below).

**Lake Simcoe* (719 ft.; area 271 sq. M.) is a beautiful sheet of water, about 30 M. long and 26 M. wide (if we measure up to the heads of the long narrow bays on the S. and W.). It affords good boating and fishing and has several pleasant summer-resorts and private residences on its banks. The lake belongs to the *Trent Valley Canal System* (see p. 205), being connected by a canal with *Balsam Lake* (p. 203). — In this neighbourhood took place the chief events of the great war between the Hurons and Iroquois, in which the former barely escaped extermination. A few Hurons still inhabit *Serpent Island*, near the S. end of the lake. The *Mississaugas* later on drove the Iroquois out of the district.

The steamer from *Barrie* calls at (9 M.) *Big Bay Point* (*Peninsular Park Hotel*, a favourite summer-resort, from \$ 3½), at the junction of *Kempfenfeldt Bay* with the main body of the lake, and then proceeds to the N., passing through the *Narrows*, to *Orillia* (see below). — Among the chief resorts on the lake are *Sutton West* (*Mansion Ho.*, \$ 2½; comp. p. 206) and *Jackson's Point* (*Lake View Ho.*, *Pine Plaza Hotel*, from \$ 3½), on the S. shore, reached by the *Toronto & York Radial Railway* (electric) from *Toronto* (55 M.), and *Beaverton* (p. 250), on the E. shore. — Another is *Morton Park*, reached by ferry from *Lefroy* (p. 241). — *Strawberry Island* is reached by steamer from (7 M.) *Orillia* (see below).

Beyond *Barrie* the railway skirts the W. shore of *Lake Simcoe* (views to the right) and reaches (86 M.) *Orillia* (724 ft.; *Orillia Ho.*, *Royal*, from \$ 3¼; *Gladstone Ho.*, \$ 3½; *Palmer Ho.*, from \$ 3; numerous boarding-houses), also a station on the C.P.R. (see p. 203) and the C.N.R., a pleasant little town and summer-resort, with 13,334 inhab., situated at the head of *Lake Couchiching* (see below). It is the seat of a large *Provincial Lunatic Asylum*. Close to the main street, on a point stretching out into the lake, is the attractive *Couchiching Beach Park*. There is a fair golf-course, and lacrosse matches are frequent in summer. The lake affords excellent boating.

**Lake Couchiching* ('Lake of Many Winds'; area 19 sq. M.), about 12 M. long and 4.5 M. wide, is connected with *Lake Simcoe* by a narrow strait, crossed by the railway (see below). Steamers ply regularly from *Orillia* to *Washago* (p. 243). The lake affords good fishing for bass, salmon-trout, maskinonge, and pickerel. *Chief's Island*, the largest in the lake, contains an Indian burying-ground.

From *Orillia* a branch-line runs to the N.W. to (33 M.) *Midland* (593 ft.; *Queen's*, \$ 3½; *American*, *Gladstone Ho.*, \$ 3), a good fishing-resort on *Georgian Bay* (boat 50 c. per day, guide \$ 2), at the mouth of the *Trent Valley Canal* (see p. 205), with 6984 inhabitants. It has a good harbour, dominated by huge elevators, and a Government wireless station. Steamers run from *Midland* to (15 M.) *Honey Harbour* (*Royal*, \$ 4; *Victoria*, \$ 3) and to *Penetang* (see above). — In the other direction this line runs to (146 M.) *Belleville* (p. 205).

On leaving Orillia the train crosses the 'Narrows' connecting Lakes Simcoe and Couchiching. At (28 M.) *Atherley Junction* we cross the line to Millland (see p. 242) and follow the E. side of Lake Couchiching. Near Atherley are *Orchard Point Inn* (from \$3½), *Fern Cottage* (\$3), *Lake View Ho.* (\$3), and *Simcoe Lodge* (\$2½). — 93 M. *Ramsay* is the reservation of the last of the *Ojibwa* Indians, the remnant (now civilized) of the tens of thousands that once occupied this district. To the E. of (94 M.) *Longford* (White Ho., from \$3), with its quarries and charcoal furnaces, lies *Lake St. John*. — 99 M. *Washago* (Northern Ho., \$3; steamer, see p. 242), also a station on the C.N.R. (p. 250), lies at the foot of Lake Couchiching. The *Severn*, which here issues from the lake and drains into Georgian Bay, is famous for its fishing and for the game on its banks. From (100 M.) *Severn* a steamer plies to *Sparrow Lake* (Uneda Rest, \$3; Lake View Ho., \$2¼; *Wiacon*, *Torpitt*, *Delmonte*, \$2½), passing *Hamlet* (Idlewild, *Peninsula Farm*, \$2½), and thence down the *Severn River* to its mouth. The trip may be made also from Lake Couchiching (canoes and guides from \$2 a day). — Beyond this point the limestone formations through which we have been passing give place to red granite. Beyond (106 M.) *Kilgarthy* we pass through the *Granite Notch* and reach the *Muskoka District* (R. 53).

111 M. **Gravenhurst** (250 ft., *Allison*, *Gilmour Ho.*, \$3; *Camsie Cottage*, \$2; *Rail. Restaurant*; *Pine Lake*, \$3, on Gull Lake), a village with 1600 inhab., prettily situated at the foot of *Muskoka Lake*, is the chief gateway to the beautiful district described in R. 53. All needful camp-supplies can be obtained here. Gravenhurst has several Sanatoria for consumptive patients (comp. p. 251). A short branch-line runs to the left to (1 M.) *Muskoka Wharf* (comp. pp. 241, 251). Beyond Gravenhurst the North Bay line diverges somewhat from Muskoka Lake, of which the railway affords no other view. — 122 M. **Bracebridge** (217 ft.; *Queen's*, \$4; *Albion*, \$3; *Dominion*, \$2½, pop. 2300), where we cross the *Muskoka River*, is another gateway to the Muskoka Region, the steamers ascending the river to this point (comp. p. 253).

The line *South Falls* of the *Muskoka*, about 3 M. from Bracebridge, descend 130 ft. in two leaps. — The *High Falls*, 1 M. distant, are also worth visiting.

Farther on, the river flows to our right. A good road leads from (135 M.) *Utterson* (Commercial, \$2½) to (ca. 5 M.) *Skeleton Lake* (p. 252) and *Three Mile Lake* (p. 252). *Mary Lake* (see p. 244) lies 2½ M. to the N.E. — Passing the tiny *Round Lake* (l.), we reach (146 M.) **Huntsville** (957 ft.; *Kent*, *Dominion*, \$3), situated between *Lake Vernon* (l.) and *Fairy Lake* (r.; see below), two of the chain of lakes on the Muskoka River.

Small STEAMERS ply twice daily in summer to the 'Lake of Bays and several other lakes in the neighbourhood of Huntsville, all of which abound in speckled trout and are becoming more and more frequented by sportsmen and summer visitors. After traversing *Fairy Lake* (Fairy Port Inn, \$2½; *Haverland*, from \$2; *Grand View*, \$3) the steamer enters *Peninsular Lake*

(Deerhurst, Limberlost Lodge, \$ 3½). From the S.E. end of the lake (Le Portage Ho., from \$ 3) a small railway takes us to the N. end of the *Lake of Bays*, the starting-point of another steamer calling among others at the resorts of *Britannia* (from \$ 3), *Dwight* (Gouldie Ho., Dwight Ho., from \$ 2; Pine Grove Inn, from \$ 2½), *Point Ideal* (\$ 4), *Baysville* (White Ho., Point Pleasant, \$ 2½; Idlwyld, \$ 2), *Biguin Island* (Bilwin Inn, from \$ 6), *Brown's Brea* (Grand View, \$ 4), the *Wawa* (from \$ 5), *Port Cunningham* (from \$ 2½), *Fox Point* (Island View, Grove Ave., from \$ 2½), *Birkendale* (Ronville, \$ 3), and *Dorset* (Garryowen Lodge, \$ 4; Bay View, \$ 3; Mountain Trout Ho., \$ 2¾; The Narrows, from \$ 2½), the terminus of the steamer-route, 18 M. from Huntsville. To the E. of Dorset (stage) are *Hollow Lake* and *Kimball's Lake*, also frequented by sportsmen. — From Huntsville another steamer plies to the S. to *Mary Lake* (Vue du Lac, \$ 4; Clyffe Ho., from \$ 3½; The Balsams, at Port Sydney). Canoeists can make pleasant trips on all these lakes, the island scenery of which vies with that of many more famous resorts.

Before reaching (155 M.) *Novar* we cross the N. branch of the Muskoka. At (161 M.) *Scoti Junction* (Rail. Restaurant) we intersect the Grand Trunk Railway from Ottawa to Parry Sound (see p. 200). The *Algonquin Park* (p. 199) is best reached from Toronto and Hamilton (via Allandale; see p. 228) by this route. — In approaching (167 M.) *Katrine*, another pleasant centre, we cross the *S. Maganetawan River*. — 171 M. **Burk's Falls** (*Camp Chikopi*, \$ 4; *Central*, \$ 3), a large village on the N. bank of the *Maganetawan*, a little way below the junction of its N. and S. branches, is the starting-point of the interesting trip down the *Maganetawan*, which sportsmen will find especially remunerative.

STEAMERS descend the *Maganetawan* daily to (15 M.) *Maganetawan* (Klondyke Ho., \$ 2½), on *Lake Cecbe* (1050 ft.; pron. 'seeseb'; Rockwyn Resort, \$ 3), and to *Port Huron* (hotel) and (40 M.) *Ahmie Harbour* (Lakeview, \$ 2½), on *Lake Ahmie* (Forest Nook, from \$ 2; Cedar Croft). The canoeist may go on (with guide; numerous portages) all the way to *Byng Inlet* (p. 250), 55 M. farther on, on *Georgian Bay*, or he may explore the various ramifications of the river. The scenery is picturesque, and the opportunities for fishing and shooting (deer, etc.) are excellent. The canoeist should, of course, be prepared to camp out at night, though he may occasionally find quarters in a farmhouse. From *Byng Inlet* steamers ply to *Parry Sound* (p. 200), *Penetang* (p. 242), etc.

Our line continues to run towards the N. 183 M. *Sundridge* (1115 ft.; Bernard, \$ 3), on *Stony Lake* (r.). Beyond (188 M.) *South River* (1180 ft.; Queen's, \$ 2½), the highest point on the railway, we cross that stream, which flows toward the N. to *Lake Nipissing*. Near its mouth lies *Nipissing* (Hotel, \$ 2), a hunting and fishing resort. 200 M. *Trout Creek* (Carr, \$ 2½), 13 M. from the N.W. corner of *Algonquin Park* (p. 199); 207 M. *Powassan*; 219 M. *Callander* (Champaign, Pacific, \$ 2½; see p. 199), on the S.E. bay of *Lake Nipissing* (p. 256), with good fishing and duck-shooting. At (223 M.) *Nipissing Junction* we join the C.P.R.

227 M. *North Bay*, see p. 256.

II. From North Bay to Cochrane.

254 M. TIMISKAMING & NORTHERN ONTARIO RAILWAY in 9½-11¾ hrs. (fare \$ 8.70) — Comp. also R. 53.

This line opens up a district full of attractions for the sportsman and the lover of natural beauty and of great importance for its mineral wealth.

The railway belongs to the Government of Ontario, and connects Toronto and the Ontario peninsula with the transcontinental route of the Canadian National Railways (comp. R. 38). An extension of the line to James Bay (p. 184) is in contemplation. This railway, completed in 1911, was a new experiment in America and, owing to the accidental discovery of silver-ore on the right of way itself (see p. 247) and the opening of the Porcupine Gold Fields (p. 248), it has already proved successful. The growth of agricultural settlement in the district to the N. of North Bay bids fair to make it a permanent source of income for the province.

To the tourist one of the chief sources of interest in this district is the **Timagami Forest Reserve**, a great tract of 6000 sq. M., set aside in 1900 from cultivation and intended to preserve the pristine beauty of the primeval forest which surrounds Lake Timagami, to protect the great game (moose and caribou), and to be a provincial park for Ontario. — *Lake Timiskaming* (p. 247) also is very striking.

North Bay, see p. 256. Our train runs back on the C. P. R. track along *Lake Nipissing* (see p. 256) to (1 M.) *North Bay Junction*, where the T. & N.O.R. diverges to the left (N.). The line ascends rapidly through a bleak and rock-strewn tract, but we enjoy many interesting glimpses of the hundreds of lakes with which the whole region is dotted. The stations are as yet often names only. — 231 M. (from Toronto) *Trout Mills*, on *Trout Lake* (p. 256); 241 M. *Widdi-field*; 245 M. *Mulock*. On the left is the colonists' waggon-road (corduroy), built in 1888 from North Bay to Lake Timiskaming. Between Mulock and (254 M.) *Timiko* we pass over 'The Summit', 1287 ft. above the sea. To the right is *Moose Lake*. 254 M. *Jocko* (on a lake of that name, to the right), a lumber station. Beyond (274 M.) *Bushnell* the line enters the *Timagami Reserve* (see above). Near (277 M.) *Kennedy* we pass *Boyer Lake* (i.) and a series of smaller lakes. 283 M. *Redwater*, between two lakes; 290 M. *Doherty*.

300 M. **Timagami** (*Ronnoco Hotel*, \$ 5, well spoken of; *Rad. Restaurant*) lies at the head of the N.W. arm of **Lake Timagami** ('Deep Water'; 964 ft. above the sea) 90 sq. M. in area and containing 1200 islands. It is said to possess, with its ramifying arms, no less than 3000 M. of coast-line. While the lake is exceedingly deep in places, the navigation is by no means easy for the steamers which ply on it, as frequent reefs ('battes') run out from the islands and there are many shoals. The scenery resembles that of the Muskoka Region (p. 251), but is on a bolder and more striking scale, while the cottages with which the Muskoka Lakes are lined are almost wholly lacking. The banks are clad with thick woods in which moose and caribou abound, while the lake teems with fish (bass, trout, etc.). Guides (\$ 3-3½ per day; canoes 50-60 c.) and equipment for fishing and shooting may be obtained at Timagami.

FROM TIMAGAMI TO THE TIMAGAMI INN, 15 M., small *Steamers* in ca. 2 hrs. (fare \$ 1, return-fare \$ 1.50). Soon after leaving the Ronnoco wharf, we pass Mt. Caribou on the left and then steer through a rather narrow channel, which presently widens out into a lake-like expansion, containing a number of islands and surrounded by well-wooded shores. The contrast between the soft poplars and the white birch on the left and the sombre foliage of the pines on the right is striking. As we advance the shores become bolder and higher. After rounding *Point Matagama* we pass between Bear Island (r.; see below) and *Timagami Island* (l.), where we reach the dock after

another quick turn to the left. The Timagami Inn (from \$4), picturesquely situated, is built of pine-logs in a very attractive style. A steam-launch may be hired here for fishing. *Wabi-Kon-Camp* (\$3) is another pretty summer-resort on the island.

From Timagami Inn other steamers ply on the N. part of the lake calling first at *Bear Island* (Boarding-house, \$3.2), with the Rangers' Station, a Hudson's Bay Co. store, and a half-breed village, under the protection of a quaint Roman Catholic church, with a curious belfry. *Garden Island*, the *University School Camp* (of St. Louis, Mo.), is soon passed on the left. As we advance the E. shore (r.) rises into high rocky cliffs. After passing through the narrows and leaving *Grannie's Bay* on the left, we approach *Devil's Mt.* (1680 ft.; r.), the highest point on the lake. The boat stops at the *Kewadin Camps* on *Devil's Island*, and then passes the mouth of *Sandy Inlet* (r.; 6 M.), whence a short portage leads to the E. to *Ko-Ko-Ko Lake*. A little farther on we reach the site of the *Lady Evelyn Hotel*, on *Deer Island*, which was burned down in 1912. [The hotel took its name from the fact that it lay near the beginning of the canoe and portage route, via *Diamond Lake* and the *Lady Evelyn Falls*, to *Lady Evelyn Lake*, another beautiful sheet of water, with excellent scenery, named after a daughter of the Marquis of Lansdowne, formerly Governor-General of Canada.] — Good deer-shooting and fishing (small-mouthed black bass, speckled trout, lake-trout, pike, and dore) are obtained near this spot, and the canoeist may make it the camping-ground for many interesting expeditions in all directions.

In the S. arm of the lake is *Camp Timagami*, a summer-camp for boys.

Beyond Timagami the train passes through a clearing 400 ft. wide, which is intended to lessen the danger of forest-fires and extends along the line for many miles. We pass several small lakes and skirt the shores of *Rib Lake* (r.; 1017 ft.) for about 6 M., enjoying another succession of picturesque scenes. 310 M. *Rib Lake Station*; 316 M. *Johnson*. We now leave the Forest Reserve and approach the mining-district (see below). 321 M. *Latchford*, on the Montreal River. The railway here traverses the so-called '*Gillies Limit*', a wooded tract, the mineral deposits on which are to be developed by the Government of Ontario. Beyond Latchford the railway skirts the *Montreal River* (views to the right).

331 M. *Cobalt* (973 ft.; *North Bay*, R. from \$1), the centre of the mining district, with 5000 inhab., is situated on the side of a steep rocky hill, rising from a small lake of the same name (r.). It is most interesting as a specimen of a modern mining-camp, reproducing some of the conditions described by Bret Harte and Artemus Ward, but without the lawless element. There is a large and picturesque floating population drawn from all parts of America and from every class in the community, with a considerable admixture of Italians and other European nationalities. Many of the citizens live at Haileybury (electric tramway; see p. 247).

Cobalt was named by Professor Miller from the plentiful deposit of cobalt contained in the ores of this district (ca. 3 per cent). This ore is associated with silver and with the so-called 'kupfernickel' ore. The silver is also associated with smaltite, and arsenic is so abundant in the ore (ca. 14 per cent) that the water is popularly supposed to be poisonous. As a rule the finds occur in fissures of the rock, which in some cases have been followed several hundred feet below the surface. Since 1910 hydro-electric power has been extensively employed. The total yield of the district in silver, since its discovery in 1903 to the end of 1918, has been 292,385,866 oz. (value \$169,292,351). The maximum yearly output was 31,507,791 oz. in

1911 but since then the production has sunk to ca. 11,000,000 oz. in 1919. The Cobalt mines are practically the only source of *Cobalt Oxide* (477,583 lbs. in 1918 valued at \$ 727,170), used in producing the colour 'cobalt blue' for china. Among the principal mines are the *La Rose* (seen to the right, beyond the lake), and the *Tréviseau* and *University*. — A branch railway, running from Cobalt S.E. to (3 M.) *Kerr Lake*, gives access to the *University*, *Lawson*, *Kerr Lake*, *Drummond*, and *Provincial* mines.

Beyond Cobalt the railway passes between hills of conglomerate (l.) and banded slate (r.). A fine view is obtained of Lake Timiskaming (r.). 333 M. *North Cobalt*. — 336 M. *Haileybury* (Matabanick, \$ 3; Attorney, Vendome, \$ 2½), well situated on Lake Timiskaming (see below), has grown rapidly owing to the mining boom in Cobalt to an attractive and well-built town of 3500 inhabitants. Conspicuous among the buildings are the Roman Catholic cathedral, convent, and hospital. The tourist may leave the train here for a lake-steamer (see below), or he may go on to —

341 M. *New Liskeard* (*Grand Union*, \$ 3½; *Windsor*, \$ 2½), a prosperous industrial town of 4000 inhab., situated at the N.W. end of Lake Timiskaming (see below), in a rich agricultural district. The town is the seat of the *Ontario Government Creamery* and of a *Provincial Demonstration Farm* (230 acres), with a high school. Tramway to (5 M.) *Haileybury* and (10 M.) *Cobalt* (see above).

***Lake Timiskaming** (585 ft.; area 117 sq. M.) forms a strong contrast to the octopus-like Lake Timagami, consisting of a sheet of water 76 M. long and only 7 M. across at its widest point, while its shores are indented by few bays. It is, in fact, an expansion of the Ottawa River (p. 146), abounding in black bass and surrounded by game-haunted forests. The scenery is sombre, weird, and impressive. Since the early French days, Lake Timiskaming has formed part of the great water-route to the Hudson Bay territory (comp. p. 257).

The steamers of the TIMISKAMING NAVIGATION CO., plying to the foot of the lake (80 M.), leave New Liskeard every week-day (fare to Timiskaming \$ 2.20; return fare \$ 3.70). The steamer passes *Mann Island* and *Bruden* (or *Moose*) *Island* and calls at *Ville Marie* (Bay View, \$ 2¼), on the E. shore. At the narrowest part of the lake we see (l.) *Port Timiskaming*, a post of the Hudson's Bay Co. — **Timiskaming** (*Joliette* *Is.*, \$ 3½) at the extreme S. end of the lake, is a great centre for fishermen. Hence to *Mattawa* and *Kipawa* by railway, see p. 255. — *North Timiskaming*, at the head of the lake, may be reached from New Liskeard also by steamer of this company.

Steamers of the BLANCHE RIVER NAVIGATION CO. ply weekly from New Liskeard and Haileybury to *Heaslip*.

Beyond New Liskeard the line traverses an extensive clay belt, the region of a prosperous agricultural development. Lumbering is also extensively carried on. From (356 M.) *Earlton Junction* a branch-line runs to (29 M.) *Elk Lake* (King Edward, \$ 3¼; pop. 700), with a mining-industry, whence a stage road leads W. to (27 M.) *Gowganda* (pop. 500), on the E. shore of the lake of that name, the centre of a rich silver-mining district. — 367 M. *Englehart* (Rail. Restaurant), a divisional point (600 inhab.). Adjoining the station is a garden and hot-house, maintained by the Ontario Government, from which flowers and shrubs are distributed to stations along the railway.

Beyond 368 M. *Chamberlain*, we cross the N. branch of the *Blanche River* on a high trestle. From (387 M.) *Dane* a stage runs daily to the E. to the *Larder Gold Fields*, on *Larder Lake*. 392 M. *Swastika Hotel*, \$2½, a typical frontier mining settlement, lies near the *Kirkland Lake Gold Fields*. We now leave the clay belt for a few miles. 395 M. *Kenomami*, 3 M. from the lake of that name. Beyond (403 M.) *Sesekinika*, a Scandinavian settlement, the streams flow N. towards *James Bay*. — At (409 M.) *Bourke* we cross the *White Clay River*, pass round the base of a high cliff, and enter the great northern clay belt, which stretches to the W. along the lines of the C.N.R. (pp. 184, 267). A disastrous forest fire occurred here in 1916 which was especially vehement near (433 M.) *Matheson*, on the *Black River*, in a gold-mining district. 446 M. *Monteith*, with a provincial demonstration farm (850 acres). — 453 M. *Porquis Junction* (945 ft.) is the gateway to the famous *Porcupine Gold Fields* (see below).

FROM PORQUIS JUNCTION TO TIMMINS 33 M., *Timiskaming & Northern Ontario Railway*. This line runs from Porquis Junction to the S.W. and opens up the **Porcupine Gold Region**, where gold was discovered in 1896, but no prospecting done until 1906. The usual rush of gold seekers set in in 1909 but the commercial production of gold dates from 1910. Electrical power for some of the mines is developed at *Sandy Falls*, on the *Matagami River* (p. 267). The value of the gross output of gold in the Porcupine district until the end of 1918 has been estimated at \$41,197,973; in 1918 it was \$8,500,000. The population (including floating) of the district is about 10,000. — The stations on the railway are the following: gold camps: 3 M. *Kilburn*; 10 M. *Connaught*; 17 M. *Keys*; 21 M. *Porcupine*; 27 M. *South Porcupine* (Gold Range, S 1½; pop. 3000), the business centre of the district; 32 M. *Schmacher*; and 33 M. *Timmins* (Gold Fields, S 4; Queen's, S 3), with 3648 inhab. and the famous *Hollinger Mine*, yielding in 1919 an estimated output of \$7,000,000.

Another branch line runs from Porquis Junction N.E. to (7 M.) *Iroquois Falls* (pop. 1485), on the *Abitibi River*, with a large pulp and paper mill. 481 M. *Cochrane*, see p. 184.

52. From Toronto to Sudbury.

Comp. Map at p. 197.

The two railways to Sudbury given below afford an alternative route to the *Muskoka Lakes* (see R. 53) and give access to the fishing and game regions on *Georgian Bay*.

a. By Canadian Pacific Railway.

260 M. RAILWAY in 5½-10½ hrs. (fare \$8.85; sleeper \$2¾, parlor car \$1.40; dining car with meals à la carte). Travellers bound for the *Muskoka Lakes* (R. 53) connect at (119 M.; 4-4¾ hrs.) *Bala Falls* (p. 249) with the steamer (fare from Toronto \$4). — This line runs to the W. of the C.N.R. (R. 52½) and the G.T.R. (R. 51½). It also forms part of a combined rail and steamer route from Toronto to *Port William* via *Port McNicoll* (p. 262; through-fare \$38.40), and of direct railway routes (through carriages) to *Fort William* and *Winnipeg* (p. 275) via Sudbury (p. 256; fare from Toronto to Fort William \$28; to Winnipeg \$43, sleeper \$12.40) and to *Sault-Ste Marie* via Sudbury (p. 257; through-fare \$15.05, sleeper \$5.80).

From Toronto to (5 M.) *West Toronto*, see p. 223. Our line here diverges to the right from that to Detroit and runs towards the N.W.

At (8 M.) *Weston* (430 ft.) the G.T.R. line to Port Huron (R. 47 a) and at (26 M.) *Bolton* the line to *Owen Sound* diverge to the left.

FROM BOLTON TO OWEN SOUND, 95 M., *Canadian Pacific Railway* (fare \$3.75). Through trains from Toronto to Owen Sound (121 M.) in 4 $\frac{1}{2}$ -5 $\frac{1}{2}$ hrs. (fare \$3.15, parlor-car 50 c.). — At (15 M.) *Caladen* we intersect the G.T.R. line from Hamilton to Allandale (p. 228). We now traverse the district of the *Caladen Mts.*, a low range running N. and S. 19 M. *Meirid's*.

22 M. *Orangeville* (1305 ft.; *Grosvenor Centre*, \$4; *American*, \$2 $\frac{1}{2}$; *Rail Restaurant*), a town of 1500 inhab., with mills, groceries, and a grain and timber trade. A branch line runs hence via 13 M. *Brooketer*, junction for a line to 12 M. *Peterborough* (Grand Union, \$2 $\frac{1}{2}$), to 7 $\frac{1}{2}$ M. *Weyburn* (Queen's, Brunswick, \$2 $\frac{1}{2}$), a small industrial town (pop. 3000), on the *Mad and River*, whence a C.N.R. line runs N.W. to 25 M. *Kearney* (Royal, Queen's, \$3.4; pop. 2500), a summer-resort on the E. shore of Lake Huron, with salt works. Another line runs from Orangeville to 53 M. *Stratford Junction* (p. 229), via 7 M. *Centerville*, the station for 27 M. *Fergus* (see p. 221).

Beyond Orangeville the train crosses a terrace and a tilted plateau (1600-1700 ft. above the sea). Numerous lakes are passed, often affording good trout fishing. 39 M. *Steeleburg*. At (49 M.) *Frenchs* (1700 ft.) we reach the highest point of the line and begin to descend. Near 60 M. *Flushington* (1557 ft.) are the *Elgin Falls* (hydro-electric power). 66 M. *Warkdale* (1357 ft.); 82 M. *Cherryvale* (944 ft.). Beyond 88 M. *Lockhart* (913 ft.) we come in sight of Georgian Bay, to which we descend rapidly.

95 M. *Owen Sound* (580 ft.; *Peterborough Station*, *King George*, \$3; *Rail Restaurant*), a thriving mill-lake port and industrial town with 12,000 inhab. and a well-sheltered harbor. It is at the mouth of the *Schenkung River*, at the head of *Owen Sound*, an inlet on the S. shore of Georgian Bay. It enjoys some reputation as a summer-resort on account of its pretty scenery (*Lakelse* and other waterfalls, etc.) and its facilities for bathing, fishing, and shooting. Among the principal buildings are the *High School*, the *Town Hall*, and the *Court House*.

Steamers from Owen Sound to *Georgian Bay*, *Sault-St.-Marie*, and *Fort William*, see RR. 56, 57.

40 M. *Tottenham*, also a station on the Toronto & York Radial Railway. At (43 M.) *Beeton* (p. 228) and (50 M.) *Alliston* we touch the line from Beeton to Collingwood (p. 241). At (63 M.) *Essa* we cross the G.T.R. line from Allandale to Meirid (see p. 244). The line now traverses the fertile district between Lake Simcoe (p. 242) and the S. extremity of Georgian Bay, one of the oldest settled agricultural districts of W. Ontario. 96 M. *Medonte*, for branch-lines to *Port McNicoll* (p. 263), on the left, and to *Peterborough*, on the right (see p. 203). 108 M. *Severn Falls* (Wauke, \$2 $\frac{1}{2}$), on the *Severn* (p. 243).

At (119 M.) *Bala Falls* (Canadian and U.S. custom-house officers) connection is made with the steamers for the *Muskoka Lakes* (see p. 254; fare from Toronto, see p. 248). 134 M. *MacTier* (Rail. Restaurant), a divisional point, is the station for passage on *Lake Joseph* (p. 253). The lake may be reached also from (136 M.) *Gordon Bay* (Gordon, Island View, \$3, an attractive summer-resort). — At 154 M., *Parry Sound* (p. 200) we cross the *Sequin* by a steel viaduct 1700 ft. long. — 180 M. *Point au Baril* (*Ojibway*, *Skerryvore*, \$4; *Bellevue*, \$3, reached by small steamer from the station), one of the most picturesque spots on Georgian Bay (steamer to Parry Sound, p. 200), is a centre for hunting, fishing (black bass, pike, maskinonge, salmon, trout, etc.), and canoe-trips (canoe 50 c. per day, guide \$2-2 $\frac{1}{2}$).

motor-launch \$ 5 $\frac{1}{2}$ -10). To the N.W. is *Sturgeon Bay* and to the S.W. *Shawanaga Bay*. — 194 M. *Byng Inlet* (comp. p. 244) has a good deep-water harbour. At (243 M.) *Pickeral Landing* (hotel) and (245 M.) *French River* (Bon Air, \$ 3 $\frac{1}{2}$) we cross the streams connecting Lake Nipissing (p. 256) with Georgian Bay (guide, with canoe, from \$ 2 $\frac{1}{2}$ per day; complete camping outfit from \$ 5 $\frac{1}{2}$). From (246 M.) *Bigwood*, $\frac{1}{2}$ M. from *Dry Pine Bay*, we may follow *Murdoch River* to the N. or *French River* (p. 256) to the E. — At (253 M.) *Romford* (p. 256) we join the main transcontinental line of the C.P.R.

260 M. *Sudbury*, see p. 256.

b. **By Canadian National Railways** (*Canadian Northern Division*).

267 M. RAILWAY in 10 $\frac{1}{2}$ hrs. (fare \$ 8.85; parlor car \$ 1.50; sleeper \$ 3; dining-car to Parry Sound, meals à la carte). This line forms a link in the transcontinental system of the C.N.R. (comp. R. 57d).

Toronto (Union Station), see p. 207. The C.N.R. line diverges to the right from the C.P.R. line (p. 248) and, bearing to the N., ascends rapidly, through a district cut by numerous ravines, to a high, open farming country. 41 M. *Duncan*. 24 M. *Richmond Hill* (764 ft.), with extensive hot-houses. At (44 M.) *Mount Albert* (784 ft.) we cross a branch of the G.T.R. from Stouffville Junction to Sutton (see p. 206). At (58 M.) *Port Bolster* we come in sight of *Lake Simcoe* (l.; see p. 242). Beyond (64 M.) *Beverton* (754 ft.; p. 206), a substantially built town (ca. 1000 inhab.), we leave the lake and enter a thinly-settled wooded area, marred by forest fires. The *Trent Valley Canal* (comp. p. 205) and, soon afterwards, the *Talbot River* are crossed. — Farther on the railway is carried across the N. end of *Lake Couchiching* (p. 242) to (89 M.) *Washago* (p. 243), where we intersect the G.T.R. line from Toronto to North Bay. 94 M. *Sparrow Lake Station* (742 ft.), where we have a fine view of Sparrow Lake (p. 243; steamer in connection with the trains). — 101 M. *Ragged Rapids*, with the electric power plant of Orillia. The canoe trip down the picturesque *Serern* to its mouth may be made hence.

At (113 M.) *Bala Park* (776 ft.; Bala Park Ho., from \$ 3) and (130 M.) *Lake Joseph* (800 ft.; Barnesdale Ho., \$ 2 $\frac{1}{2}$) connection is made with the steamers for the trip through the *Muskoka Lakes* (R. 53). At both stations the train backs down to the wharf. — Beyond Lake Joseph the railway traverses numerous rock-cuttings. 139 M. *Rosseau Road*. 149 M. *Parry Sound* (p. 200).

Beyond Parry Sound the line runs through a high, wooded region, with few houses visible save at the stations; lumbering is the chief industry. Red granite is abundant. Most of the stations are unimportant. 172 M. *Deer Lake* (Royal Wah-Wah-Kesh Hotel, \$ 3). 176 M. *Bolger* (Brownell Ho., \$ 2), for *Bolger Lake* and *Miskokway* (with golden-bellied trout). 184 M. *South Maganetawan* (Hotel, \$ 3) and (188 M.) *North Maganetawan* both lie on the river Maganetawan (p. 244). 214 M. *Key Junction* (634 ft.; Rail. Restaurant), for a

branch-line (special train service only) to (7 M.) *Key Harbour*, on Georgian Bay, with large ore docks and elevators of the C.N.R.; a branch-line from Key Junction to Ottawa is projected. *Pickereel River*, a large stream flowing between high rocky banks, is crossed by a fine span bridge. From (216 M.) *Pickereel River Station* (comp. p. 250) a steam-launch plies to *French River Village*, on Georgian Bay. *Pickereel River* and its tributaries are said to afford excellent fishing (bass and yellow pickerel). 218 M. *Hartley Bay*. — At (240 M.) *McVittie* (695 ft.) is the water-power plant (on the left) which supplies Sudbury (p. 256) with electric light and power. 247 M. *Quarries*, with a large quarry. 262 M. *Sudbury Junction* (872 ft.), where our line diverges to the left from the main line to Ruel and Fort William (R. 57d).

267 M. *Sudbury*, see p. 256.

53. The Muskoka District.

Comp. Map at p. 197.

There are three railway routes by which the Muskoka District may be reached; these are described in RR. 43, 51 (1), and 52.

The so-called ***Muskoka Lake Region**, in the highlands of Ontario, occupies, in its widest sense, an area of about 10,000 sq. M., between Georgian Bay (Lake Huron) on the W., Lake Nipissing on the N., and Lake Simcoe on the S., with a somewhat indefinite boundary-line on the E. Within this district, which has a mean altitude above the sea of about 800 ft. (200 ft. above Lake Huron), there are, perhaps, 800-1000 lakes and ponds, connected by innumerable streams. The Muskoka District proper includes the three connected lakes described below: *Muskoka*, *Rosseau*, and *Joseph*.

The scenery of Lakes Muskoka, Rosseau, and Joseph is full of variety and charm, and the air is pure and bracing. Immunity from hay-fever is alleged to be unfailing. About 400 islets are scattered throughout the three lakes. Excellent fishing for bass, pickerel, muskellunge, and salmon-trout is enjoyed in the lakes themselves or in adjacent waters, while the forests on their banks contain deer, grouse, and many other kinds of game (game-laws, see p. lxxv). The facilities for boating, canoeing, and bathing are ample. Numerous small hotels and boarding-houses afford fair accommodation. The hotels are usually crowded in summer so that it is advisable to secure rooms in advance. The services of a good guide for fishing or sporting expeditions cost about \$2 a day; a man or boy to row may be obtained for \$1-1½.

STEAMERS of the MUSKOKA NAVIGATION Co. ply regularly in summer from *Muskoka Wharf* (p. 243), *Bala* (p. 253), *Beaumaris* (p. 252), *Lake Joseph* (p. 250), and *Royal Muskoka* (p. 252) to all parts of Lakes Rosseau, Muskoka, and Joseph (inclusive fare \$3.50). Table-d'hôte meals are served on most of the steamers. The 'express' steamers are excellent boats. Only the regular landings are mentioned below. — Useful folders (with maps) of the lake district are issued gratis by the railway companies.

I. FROM MUSKOKA WHARF TO ROSSEAU, at the head of Lake Rosseau, 33 M., *Steamer* in 4¾ hrs. (fare \$1.10). — *Muskoka Wharf* (p. 243) lies at the end of the narrow S. bay of ***Muskoka Lake** (800 ft.), the southernmost and largest (20 M. long, 2-8 M. wide; area 54 sq. M.) of the three lakes. The steamer starts soon after the

arrival of the train from Toronto (comp. p. 241). To the right, before we leave the bay, is a large *Sanatorium for Consumptives*. On entering the lake proper the steamer steers along its E. side, passing between two large islands and the mouth of the *Muskoka River* (p. 243). Numerous summer cottages and camps sprinkle both mainland and islands.

13 M. (r.) **Beaumaris** (*Beaumaris Hotel*, from \$4 $\frac{1}{2}$), on *Tondern Island*, separated from the mainland by a narrow channel. Opposite, on the mainland, are *Milford Bay* (Cedar Wild, \$3 $\frac{1}{2}$; *Milford Bay Ho.*, \$3) and, 1 $\frac{1}{2}$ M. to the N., *Hutton Ho.* (\$2 $\frac{1}{2}$). The steamer now steers into *Indian River*, connecting Lake Muskoka with Lake Rosseau. On the left lies (21 M.) **Port Carling** (*Port Carling*, \$3; *Oak Crest*, \$2), the most central village on the three lakes and called at by all the steamers. It has three churches and stores where all kinds of supplies may be obtained. We now pass through the locks connecting the two lakes and enter ***Lake Rosseau** (805 ft.), which is 12 M. long and 1-6 M. wide. Like its companions, it is dotted with innumerable islands. Our first call is at (24 M.) *Windermere* (Fife, from \$2 $\frac{1}{2}$), on the E. bank, with two churches, a mechanic institute, a library, and a group of cottages erected by the *Windermere Club*. A little farther on we pass the mouth of the *Dee* (r.), which canoeists may ascend to (2 M.) *Three Mile Lake* (p. 243). To the right, beyond this, lies *King's Park* (Hotel, from \$3) and *Rosstrevor* (Hotel, from \$3 $\frac{1}{2}$). On an island to the left is the ***Royal Muskoka Hotel** (from \$5), a large house with modern equipment and room for 300 guests. There is a golf-course in connection with the hotel. Motor-launch races are a feature of the summer. We then thread the narrow strait between *Tobin Island* and the mainland and pass *Juddhaven* (l.; *Ernescliff, The Bluff*, from \$2 $\frac{1}{2}$). Opposite (r.) opens *Skeleton Bay*, into the head of which flows the *Skeleton River*, the outlet of (4 M.) *Skeleton Lake* (p. 243). Just before reaching Rosseau the steamer stops at the *Maplehurst Hotel* (\$4), on the left bank. — 33 M. **Rosseau** (*Monteith Ho.*, from \$3 $\frac{1}{2}$, open all the year round; *Rossmoyne*, from \$2 $\frac{1}{2}$), a small village, much resorted to by summer-visitors and anglers. A charming excursion may be made up the **Shadow River*, which enters the bay here and is so called from its magical reflections (best in autumn). The *Bridal Veil Falls*, on an affluent of the *Shadow River*, are picturesque. Stages run from Rosseau to (7 M.) *Port Cockburn* (p. 253) and (12 M.) *Maple Lake Station* (p. 200).

II. FROM MUSKOKA WHARF TO PORT COCKBURN, at the head of Lake Joseph, 48 M., *Steamer* in 5 $\frac{1}{4}$ hrs. (fare \$1.35). — As far as (21 M.) *Port Carling* this route coincides with that described above. On leaving the *Indian River*, the Lake Joseph steamer turns to the left and steers through *Venetia*, the island-dotted S. part of Lake Rosseau. 23 M. *Ferndale House* (\$3 $\frac{1}{2}$), on an inlet to the left. We then cross to *Woodington* (*Woodington Ho.*, \$2 $\frac{1}{2}$) and (26 M.)

Minett (Cleveland's, \$ 3 $\frac{1}{2}$; Paignton Ho., \$ 3; Morinus Ho., from \$ 2 $\frac{1}{2}$), on the opposite shore, whence we turn to the S. again to (28 M.) *Gregory* (Nepahwin, from \$ 3), at the mouth of the *Joseph River*, one of the channels leading to Lake Joseph. The steamer, however, crosses to (30 M.) **Port Sandfield** (Pinelands, \$ 3 $\frac{1}{2}$; Belmont Ho., \$ 3; Edgewood), on a short canal made to improve the navigation between Lake Muskoka and ***Lake Joseph** (800 ft.) which is 14 M. long and 1 $\frac{1}{2}$ -3 $\frac{1}{2}$ M. wide. The first stops made here are (33 M.) *Redwood* (Bay Leaf, \$ 1 $\frac{1}{2}$) and (36 M.) *Hamill's Point* (Hamill's Hotel, \$ 3), the latter dividing the main lake from *Foot's Bay* and *Bass Lake*. The steamer then steers up the middle of the lake to (39 M.) the island of *Yoho*, beyond which it calls at the (43 M.) *Stanley House* (\$ 3), on the E. bank. [To the N.W. of *Yoho* lie *Gordon Bay* (Island View, \$ 3 $\frac{1}{2}$) and *Portage Lake*, connected with Lake Joseph and leading by easy portage to *Crane Lake*.]—48 M. *Port Cockburn*, at the head of Lake Joseph, is a centre for anglers, being within easy reach of innumerable small lakes and streams. Stages, see p. 252.

Another charming point on Lake Joseph, called at occasionally by the regular steamers, is *Craigie Lea* (Craigie Lea Ho., \$ 2 $\frac{1}{2}$) on the E. bank, at the entrance to the pretty *Little Lake Joseph*.

III. FROM BRACEBRIDGE TO BALA, 21 M., *Steamer* twice daily in 2 hrs. (fare 85 c.) — From *Bracebridge* (see p. 243) the steamer descends the *Muskoka River*, passing *Alport*, to (6 M.) *Muskoka Lake*. Here it turns to the N. and calls at (12 M.) *Beaumaris* (p. 252), where it connects with the Lake Joseph and Lake Rosseau boats. We then cross the lake towards the W., calling at (16 M.) *Mortimer's Point* (Rossclair, \$ 2 $\frac{1}{2}$; Wingberry Ho., Pleasant View, \$ 2). — 21 M. **Bala** (View Windsor, from \$ 3; *Swastika*, \$ 3; *Musquash Lodge*, \$ 2 $\frac{1}{2}$), the terminus of this route, lies on the E. bank of Lake Muskoka, at the outflow of the *Musquash* or *Muskosh River*, which carries the waters of the Muskoka lakes to Georgian Bay. Just after leaving the lake the river forms a fall 20-25 ft. high, below which it divides into two branches, that to the right taking the name of *Moon River*. Good fishing is obtained in both branches and in many small lakes near Bala.

At *Bala Park* and *Lake Joseph* stations (p. 250) connection is made with the C.N.R. from Toronto to Sudbury (R. 52b).

54. From Quebec to Fort William and Port Arthur.

1285 M. CANADIAN NATIONAL RAILWAYS (Can. Gov. Div.) from Quebec to Superior Jct. in 43 $\frac{1}{4}$ hrs. (fare \$ 45.80), thence to Port Arthur in 10 hrs.

From Quebec to (1092 M.) *Superior Junction* viâ (574 M.) *Cochrane*, see RR. 38, 58. From Superior Junction, where our line diverges to the S.E. from the main line to Winnipeg, to (1282 M.) *Fort William* and (1285 M.) *Port Arthur*, see p. 274.

55. From Montreal to Port Arthur and Fort William.

992 M. CANADIAN PACIFIC RAILWAY to *Fort William* in 36 hrs. (fare \$ 33.05; sleeper \$ 9.95; tourist-sleeper \$ 5; dining-car). The tourist-cars are tolerably comfortable in travelling from W. to E., but in the reverse direction they are apt to be filled with emigrants, cooking their own food.

This line forms part of the great Transcontinental Railway route of the Canadian Pacific Railway, a distance, from *Halifax* (p. 50) to *Vancouver* (p. 357), of 3642 M. (6 days; fare for passengers booked through from Europe, \$ 111.27; sleeper \$ 34.70, tourist-car \$ 17.35). The distance from Montreal to Vancouver is 2855 M., accomplished in about 4½ days (fare \$ 72.75; sleeper \$ 30.75, tourist-car \$ 15.40). [London is thus brought within 10-11 days of Vancouver and three weeks of Japan.] The 'Imperial' leaves Montreal every evening, and sleeping-cars run through to Vancouver without change. In addition a special train leaves Quebec (in summer; Halifax in winter) immediately after the arrival of the C.P.R. steamer and runs through to Vancouver, connecting there with the C.P.R. steamer for Japan and China. Thus passengers can travel under C.P.R. management from Liverpool to Hongkong with only two changes. Holders of through tickets to Vancouver or other places in British Columbia from any point to the E. of Winnipeg will be furnished, on application to the conductor, with checks for 'stop-over' (good for 30 days under certain restrictions) at points W. of Winnipeg.

Travellers for pleasure, who have plenty of time at their disposal, are advised to go from Montreal to Winnipeg via Ottawa, Toronto, and the steamer-route described in R. 57, as there is comparatively little of interest on the direct railway journey. C.P.R. tickets from Montreal to Winnipeg and all points to the W. of it are available by either route. From Winnipeg to Banff the railway runs through a prairie-region of wheat-fields and cattle-ranches (comp. p. 287); while the last 600 M., from Banff to Vancouver, display a grandeur and variety of scenery such as is not often seen, on so ample a scale, on any other railway in the world (comp. R. 66).

The 'Annotated Time Table' of the C.P.R., supplied gratis to passengers on application, is a very handy and practical publication.

From *Montreal* to (111 M.) *Ottawa*, see R. 39 a.

From the *Sparks St. Station* at *Ottawa* the train crosses the *Ottawa* by the Royal Alexandra Bridge (p. 193), skirts the town of *Hull* (p. 195), recrosses the *Ottawa*, and returns to the Central Station; it then runs towards the S.W., soon leaving the *Ottawa*, with its log-legions. At (144 M.) *Carleton Place* (447 ft.; Central, \$ 2½; Rail. restaurant), on the *Mississippi River*, our line turns to the right (N.W.), while the line to *Brockville* (see p. 196) via *Smith's Falls* (p. 201) diverges to the left (S.E.). The town of *Carleton Place* (pop. 3725) has large saw-mills, woollen-factories, and railway-workshops. *Lake Mississippi*, 2½ M. to the S.W., contains bass and pike. — 151 M. *Almonte* (399 ft.), with woollen-mills and 2700 inhab.; 160 M. *Pakenham*. At (167 M.) *Arncliffe* we connect with the G.T.R. (see p. 200).

For the next 150 M. we follow the S. (right) bank of the *Ottawa*, which forms the boundary between *Quebec* (N. bank) and *Ontario* all the way from *Lake Timiskaming* (p. 247) to a point near its mouth. This part of the valley is inhabited by Highland, English, and German settlers, who gain a livelihood by farming and the timber industry. Good fishing, for maskinonge, trout, and bass, is afforded by the *Ottawa* itself and by its tributaries. 173 M. *Sand Point*, a summer-resort. — 186 M. *Renfrew* (416 ft.; p. 200), a manufacturing

town (pop. 5500) on the *Bonnechere River*, is the junction of lines to (23 M.) *Eganville* (p. 200) and to *Sharbot Lake* and (104 M.) *Kingston* (see p. 218). We now cut off a bend of the river, enclosing the little *Musk Rat Lakes* between it and the railway. At (215 M.) *Government Road* (421 ft.) we intersect the C.N.R. from Ottawa to Sudbury (R. 42).

220 M. **Pembroke** (381 ft.; *Pembroke Ho.*, *New Leland*, \$3; *Windsor*, \$2; see p. 19), an industrious little town of 7873 inhab., with saw-mills and factories, is the chief place in the upper Ottawa Valley. It lies on the expansion of the river called *Allumette Lake*, opposite the *Isle des Allumettes* (ferry). A little lower down are *Lake Coulonge*, with *Fort Coulonge* (p. 196) on its N. bank, *Calumet Island*, and the *Calumet Falls*. A line of the G.T.R. runs from Pembroke S. to (21 M.) *Golden Lake Station* (p. 200).

Samuel de Champlain, the 'Father of New France', succeeded in ascending the Ottawa Valley as far as the *Isle des Allumettes* in 1613. Here he discovered that his guide *Vignau* was an impostor, who had never been farther up the river than this point. The *Algonquin* (Ottawa) Indians whom he found here were friendly, but he was unable to secure their help in pushing his way westwards to *Lake Nipissing* (p. 256). Comp. *Parkman's* 'Pioneers of France'.

Pembroke is an excellent centre for trout-fishers. The scenery of the **Narrows*, at the head of *Lake Allumette*, and of the so-called **Deep River*, higher up, is very fine.

Beyond Pembroke the valley contracts and hills rise on either side. The district is still thinly settled. The railway cuttings for many miles to the W. of this point show excellent sections of the Laurentian formations. The rocks shown 'are for the most part red, gray, and dark-banded gneisses. There are also some large bands of gray and white crystalline limestone' (*Selwyn*). — 231 M. *Petawawa*, with a Dominion military camp; 242 M. *Chalk River* (523 ft.; Rail. Restaurant), a railway divisional station. — 271 M. *Stonecliff*. 280 M. *Bissett* and (293 M.) *Deux Rivières* (Western, \$2½) are excellent points for trout-fishing. The latter is 10 M. from the N.E. corner of *Algonquin Park* (p. 199). Picturesque scenery.

314 M. **Mattawa** (564 ft.; *Mattawa, Rosemount*, \$3), a town with 1400 inhab., at the confluence of the Ottawa and the *Mattawa*, was formerly a fur-trading post of the Hudson's Bay Co. and is now a distributing point for a large lumbering-district and a favourite resort of sportsmen and anglers (comp. p. lx). The name is an Indian word, meaning 'The Forks'.

Guides, canoes, fishing-tackle, ammunition, and supplies may be obtained here by those who wish to shoot or fish in the vicinity. The game includes black bear, deer, wolves, lynx, wild-cat, wolverine, and wood-grouse. Moose and caribou also occur. Excellent fishing for bass and trout may be obtained in the *Mattawa River* and the innumerable other small streams and lakes in which the district abounds. — The N. boundary of *Algonquin Park* (p. 199) is about 12 M. to the S. of Mattawa.

FROM MATTAWA TO TIMISKAMING, 33 M., railway in 2¼ hrs. This railway runs to the foot (S. end) of *Lake Timiskaming* (p. 247), and the scenery along the route is very picturesque. — From (37 M.) *Kipawa Junction* a branch-line runs to (8 M.) *Kipawa*, on the lake of that name. — 38 M. *Timiskaming* and steamers thence to points on the lake, see p. 247.

Beyond Mattawa the train leaves the Ottawa and runs to the W. through a wild district of lakes and streams. 340 M. *Bonfield* (782 ft.) was the point originally fixed on as the E. terminus of the transcontinental railway, but on the work being transferred from the Government to the Canadian Pacific Co. Montreal was selected instead.

360 M. **North Bay** (660 ft.; *Pacific Hotel*, from \$4; *Queen's*, from \$3; *Rail. Restaurant*; *U.S. Vice-Consul*), a thriving town with 9200 inhab., lies on the N.E. bank of Lake Nipissing (see below), in a lumbering, mining, and agricultural district. It is also a growing summer-resort and a favourite centre for sportsmen (comp. below). North Bay is at the junction of the G.T.R. (R. 51, I), the T. & N.O.R. (R. 51, II), and the C.N.R. (p. 199) with the C.P.R.

Lake Nipissing (614 ft.; area 330 sq. M.), 55 M. long and 10-20 M. wide, is very irregular in shape, with numerous promontories and islands. Steamers ply regularly on the lake, and boats for rowing and sailing can be hired. Its waters abound in maskinonge, pike, bass, and pickerel; and good shooting and fishing may be obtained in the surrounding country. The *Nipissings*, a tribe of Algonquin Indians encountered on this lake, were known by the French as the 'Sorcerers', on account of their reputed intercourse with demons and their skill in the black art. The first white man to see Lake Nipissing was the Récollet friar *Le Caron* in 1611, and Champlain reached it on his second Ottawa expedition in the following year.

The *French River* drains Lake Nipissing, issuing from it on the S.W. and flowing into Georgian Bay after a course of about 55 M. Its scenery is highly picturesque. The name of the river commemorates the fact that this was the route by which the early French explorers first reached Lake Huron (p. 218), being debarred by the hostility of the Indians from crossing Lake Ontario. This route, viâ the Ottawa, Lake Nipissing, and the French River, formed the regular approach to the Upper Lakes for 150 years, and the re-opening of it by the 'Georgian Bay Ship Canal', extending from Georgian Bay to Montreal, has of late been much discussed.

About 3 M. to the E. of North Bay (good road) lies *Trout Lake* (Trout Lake Camp, from \$2; see p. 245), 11 M. long and 1 M. wide, the headwater of the Mattawa. It is a favourite resort, well stocked with bass, grey trout, and speckled trout. The lake also possesses a wonderful echo. — A small steamer plies daily from North Bay across Lake Nipissing to *Chaudière Falls*.

The train skirts the N. shore of Lake Nipissing, passing a reservation of Nipissing Indians (see above) at (374 M.) *Meadowside* (p. 199) and crossing the *Sturgeon* at (383 M.) *Sturgeon Falls* (685 ft.; Kirkup, \$3; Windsor, \$2½), a town of 3515 inhab., with pulp and paper mills, and a convenient starting-point for the *French River* (see above). 408 M. *Hagar*; 427 M. *Wanapitei* (800 ft.). At (432 M.) *Romford* the line from Toronto (R. 52a) joins the transcontinental line.

439 M. **Sudbury** (850 ft.; *Nickel Range*, R. from \$2; *American*, \$3½; *Montreal*, \$3; *Rail. Restaurant*), a divisional point, with 7215 inhab., is the centre of one of the most important nickel-mining regions in the world (see below). Besides smelting, several other industries are carried on, and there is a *Government School of Mines* and a *Jesuit College*. The stations of the C.P.R. and C.N.R. (p. 251) are connected by omnibus (50 c., trunk 25 c.). — An electric line runs to *Copper Cliff* (see p. 257).

The Sudbury Nickel District, which produces about two-thirds of the world's supply of that metal, contains enormously rich deposits (ca.

550 sq. M.) of nickeliferous pyrrhotite which, on an average, yields ca. 3 per cent of nickel and ca. 2 per cent of copper. In 1918, 1,559,892 tons of ore contained 45,886 tons of nickel and 23,483 tons of copper. In addition to these metals considerable quantities of gold, silver, platinum, and palladium are obtained. The most important mine is the *Creighton Mine* (over 1200 ft. deep) which in 1918 attained a maximum output of 1,104,673 tons of ore yielding about 33 000 tons of nickel and 15,600 tons of copper. Comp. the interesting 'Report of the Royal Ontario Nickel Commission' (Toronto, 1917).

FROM SUDBURY TO SAULT-STE-MARIE, 183 M., *Canadian Pacific Railway* in 5¾ hrs. (fare \$ 6.45; sleeper \$ 3; dining-car, with meals à la carte). Through-carriages run by this route from Toronto and E. points to St. Paul, Minneapolis, and Duluth. — 5 M. *Copper Cliff* (p. 254) with 4000 inhab. and a nickel-copper smelter. 18 M. *White Fish*: 42 M. *Espanola* (see below). 58 M. *Massey*, near which copper is found. 72 M. *Spanish* is the station for (3 M.) *Spanish River*, a lumbering-port on the N. bank of *Lake Huron*. Our line reaches *Lake Huron* at (95 M.) *Algoma*, another timber-trading place. The long island of *Manitoulin* is seen on the other side of the *North Channel*. 4-6 M. distant (comp. p. 263). 102 M. *Blind River* (p. 262). 131 M. *Thessalon* (see p. 262); 143 M. *Beuce*, with copper-mines; 151 M. *Desbarats* (hotels), near the island of that name (see p. 262). 164 M. *Echo Bay*. — 179 M. *Sault-Ste-Marie*, Ontario (comp. p. 264). 180 M. *Steeleton*, with about 5000 inhab. and several blast-furnaces of the *Algoma Steel Corporation*. By means of a fine bridge, 1 M. long and with two bascules, the train crosses the *Sault River* and *Cowels* (comp. p. 264), thus reaching (183 M.) *Sault-Ste-Marie*, Michigan (see p. 264).

FROM SUDBURY TO LITTLE CURRENT, 87 M., *Algoma Eastern Railway* in ¾ hrs. 50 M. *Espanola* (see above). — The line finally leaves the mainland and by a series of bridges crosses the E. end of the 'North Channel' of *Lake Huron* (p. 263), traversing *Cloche Peninsula*, *Cloche Island*, and *Gaut Island*, to (87 M.) *Little Current* (p. 262), on *Manitoulin Island*.

From Sudbury to Toronto, see R. 52.

Beyond Sudbury our train runs towards the N.W., through a sparsely-peopled forest-clad region, seamed with small rivers and dotted with innumerable lakes. To the right, about 3 M. from Sudbury, are the Murray, Frood, and other nickel and copper mines, the first of these having also a smelter. At (456 M.) *Larchwood* (868 ft.) we cross the *Vermilion River*. The oval depressions visible in the surface of the sandstone rock here are locally known as 'Nanabozhoo's Snowshoe Tracks'. Beyond *Larchwood* a glimpse of the high falls (150 ft.) of the *Vermilion River* is obtained to the right. To the left lies *Windy Lake* or *Lake Makoping*. 473 M. *Cartier* (1365 ft.; Rail. Restaurant) is a divisional station. Beyond (493 M.) *Pogamasing* (1165 ft.) we cross the *Spanish River*, which here runs between cliffs of red hornblende-granite, 300 ft. high. 527 M. *Biscotasing* (1338 ft.) lies on a lake of the same name. The line now follows the 'height of land', or watershed, between *Hudson Bay* and the *Great Lakes*. At (559 M.) *Woman River* (1417 ft.) we cross the stream of that name, and, beyond (575 M.) *Ridout*, the *Apishkaugama*. 609 M. *Chapleau* (1418 ft.; Algoma, \$2½; Rail. Restaurant), a divisional station (pop. 2000), on *Lake Kabeguashasing*, to the N. of the watershed; 647 M. *Bolkow* (1375 ft.). — At (669 M.) *Missanabie* (1105 ft.), where we cross *Dog Lake*, a very short portage connects the streams flowing towards the N. with those descending to *Lake Superior*.

This was an important point for the fur-trade long before the railway was constructed. the *Michipicoten River*, connecting it with Lake Superior, and the *Moose River* (p. 267), running N. to James Bay, forming a natural highway between the Great Lakes and Hudson Bay. Large quantities of furs are still brought hither from the N. by the *Moose River*. The *Michipicoten* affords good fishing. — Some gold mines are operated a little to the S. of Missanabie.

Beyond Missanabie the construction of the line was attended with considerable difficulties, overcome by skilful engineering. Numerous rock-cuttings are passed. — 693 M. *Franz* (1219 ft.).

FROM FRANZ TO SAULT-STE MARIE, 194 M., *Algoma Central & Hudson Bay Railway* in 8¼ hrs. At (34 M.) *Hawk Junction* a line diverges to the right to (95 M.) *Michipicoten Harbour* (p. 265), with a Hudson's Bay Co.'s post and large ore docks for the shipment of the iron ore from the *Michipicoten Mining District*. — 194 M. *Sault-Ste-Marie*, see p. 264.

The N. extension of this line runs from Franz to (101 M.) *Hearst* (p. 268) viâ (60 M.) *Oba* (p. 267).

The extensive yards at (741 M.) *White River* (1230 ft.; Rail. Restaurant), a divisional point, are for resting cattle on their way to the E. We then follow the *White River* (left) for some distance. Beyond (763 M.) *King* the line passes near (r.) *Round Lake*. Farther on we cross the *Big Pic River* by a lofty iron bridge and reach (796 M.) *Heron Bay*, at the N.E. corner of **Lake Superior** (p. 265).

For the next 200 M. the railway follows the N. bank of Lake Superior more or less closely. The scenery is very striking, and the traveller should rise early in order to enjoy it. At many points the line runs on ledges cut out in the side of the fine syenite cliffs, which border the shore and often rise to a height of hundreds of feet. Numerous tunnels and bridges are necessary, and the hardness of these ancient and finely coloured rocks immensely increased the engineering difficulties of this part of the railway. The lake is not always in sight, but numerous views of its vast blue expanse are enjoyed. Innumerable streams flow into its waters from the N., nearly all of them affording good sport to the angler. Trails to these rivers, see p. lvi.

— 816 M. *Coldwell*. Farther on we cross the *Little Pic River*. — 841 M. *Jack Fish* (632 ft.), at the mouth of the river of the same name and on a fine sweeping bay, is an excellent fishing-station, both for river-trout and for the whitefish (p. 265), sturgeon, and lake-trout of Lake Superior itself. The C.P.R. has a large coal depot here. Gold and zinc are mined in the vicinity. — Beyond Jack Fish the railway sweeps round an arm of the bay and climbs a steep gradient. The view of the lake is superb. We pass *Ogilvie's Butte*, one of the most striking of the numerous basaltic protuberances which interrupt the syenite formations of the shore. — At (860 M.) *Schreiber* (993 ft.; Rail. Restaurant), a divisional point (pop. 1300), information as to fishing and guides may be obtained from the Divisional Superintendent. At (874 M.) *Rossport* (Oriental, \$ 2), a fish-trading place and summer-resort, we reach the beautiful ***Nipigon Bay**, cut off from the main body of the lake by a chain of islands. 882 M. *Pays Plat* (625 ft.), on the river of that name, 889 M. *Cavers*.

923 M. Nipigon (685 ft.; *International*, \$ 2½, *Scandia Ho.*) lies at the mouth of the *Nipigon River*, the largest river flowing into Lake Superior and one of the most famous trouting-streams in Canada. Trading stores of the Hudson's Bay Co. and its rival, Réveillon Frères, are located here. The railway crosses the river here by a bridge 780 ft. long and 86 ft. high. C.N.R. station see p. 267.

The Nipigon issues from Lake Nipigon (see below), to the N. of Lake Superior, and in its course of about 40 M. descends 300 ft. and forms three small lakes. It abounds in speckled trout, which not unfrequently reach a size of 5-6 lbs. One of the favourite resorts of fishermen is *Camp Alexander*, about 12 M. from Nipigon Station, with which it is connected in the fishing-season (June 15th-Sept. 30th) by a steam-launch.

***Lake Nipigon** (852 ft.; area 1730 sq. M.), measuring about 70 M. by 50 M. in its longest diameters, is very irregular in shape and contains numerous islands. It has been set apart by the Ontario Government, together with the land for 20 M. around it, as a forest reserve (7300 sq. M.). The lake is well stocked with white sh. and trout and is a veritable paradise for anglers. The scenery is very fine.¹

Anglers who mean to fish in the Nipigon region are advised to apply beforehand to the Hudson's Bay Co.'s agent at Nipigon and inform him of the size of the party and of what is wanted in the shape of guides, canoes (75 c. per day), canoe-outfit, and the like. The guides are generally Indians (fee \$ 2½-3 per day). One canoe and two Indians will suffice for two anglers. Black flies and mosquitoes are troublesome, especially in the early part of the season, and protections against their bites are indispensable.

About 3½ M. beyond Nipigon the train, which runs more or less parallel with the C.N.R. (R. 57 d), rounds the cliff known from its colour as *Red Rock*. To the left we enjoy a good *View across the bay, with the islands of *La Grande*, *Isle Verte*, and *St. Ignace*. We then intersect the neck of the promontory jutting out between Nipigon Bay and *Black Bay*, cross the *Black Sturgeon River*, and strike direct for Port Arthur, skirting Black Bay. The bay is bounded on the S.W. by the bold *Thunder Cape* (p. 266), sheltering *Thunder Bay*, of which we obtain pleasant glimpses. Some unimportant stations are passed.

988 M. Port Arthur (610 ft.; *Prince Arthur*, owned and managed by the C.N.R., finely situated overlooking Thunder Bay, from \$ 4½; *Algoma*, \$ 3½; *Marriaggi*, from \$ 2½; *Rail. Restaurant*; golf-links), an important lake-port and manufacturing city, with about 14,500 inhab., lies on the W. shore of Thunder Bay, at the head of navigation on Lake Superior, in a fine farming district. The city owns electric tramway and other public utilities and is supplied with hydro-electric power, including 75,000 H.P. from the Nipigon River. The better residential district, on a long ridge overlooking the bay, is attractive. Boating and fishing are obtained in the bay, which, however, is subject to squalls. — The temperature of Port Arthur is rather of the continental type, the influence of the lakes being hardly noticeable. The mean temperature in Jan. is 5° Fabr., in July 62°; the mean annual extremes are — 30° and + 85°. The absolute extremes — 37° and + 90°.

Being an important point of transfer for steamer and railway transportation the city possesses several large *Grain Elevators* with a total capacity of 21,665,000 bushels. Especially noteworthy is that of the Canadian National Railways, which has its lake-terminus here (see p. 267), comprising two metal-clad working-houses and two tile storage-annexes, with a total capacity of 9,500,000 bushels. There is also a large *Coal Dock*. Lumbering forms one of the chief industries which also include shipbuilding, the manufacture of pulp and paper, wagon works, and brick works. Port Arthur is the seat of a *Government Wireless Station*. — From the *Lookout*, near the *Collegiate Institute*, a fine view is obtained of Mt. McKay (p. 261).

An electric tramway (5c.) connects Port Arthur with (8 M.) *Fort William* (see below). — Steamers run hence to *Duluth* (comp. p. 266) and *Chicago* (see *Badeker's United States*), to *Port McNicoll* (comp. p. 263), etc.

FROM PORT ARTHUR TO NORTH LAKE, 69 M., *Canadian National Railways* in 5 hrs. (fare \$ 2½). This line diverges at (13 M.) *Twin City Junction* (p. 273) to the left from the main line to Winnipeg and runs towards the S.W. 20 M. *Stanley Junction* (Park, \$ 2), a hunting and fishing resort with mineral springs, lies 3 M. from the *Kakabeka Falls* (p. 273). 40 M. *Silver Mountain*; 43 M. *White Fish*. — 69 M. *North Lake*. — About 8 M. from the present terminus are the *Gunflint Mines* in the *Iron Range*, an important iron-producing district in *Minnesota*.

992 M. *Fort William*. — The *Railway Station* (Restaurant) is connected with the *Wharf* by a subway. Travellers who have crossed Lakes Huron and Superior by steamer (see RR 56. 57) rejoin the railway here. — At Fort William we change from Eastern to Central Time (1 hr. slower; comp. p. xii).

Hotels. AVENUE, from \$ 4; ST. LOUIS, VICTORIA, R. from \$ 1½; QUEEN'S, \$ 2½.

Steamers ply regularly during the navigation season to *Port McNicoll* (see R. 57a), to *Sarnia* (comp. R. 57c), to *Duluth*, etc.

United States Consul, Mr. J. O. Sanders.

Fort William (607 ft.), known together with Port Arthur as the 'Twin Cities', the lake-port of the W. section of the C.P.R. and the terminus of the E. division (change of time, see above), lies on the wide and deep *Kaministiquia* (see p. 271), just above the point where it empties in three arms (see p. 261) into Lake Superior. The picturesque situation of the city, in conjunction with its boating, fishing, and shooting facilities, formerly attracted many summer-visitors, but its rapid growth (from 3633 inhab. in 1901 to ca. 20,000 in 1919) has transformed what was a pleasant lake-port into a busy port of transshipment and thriving commercial and industrial city. A great asset to the city is the development of hydro-electric power at the *Kakabeka Falls* (p. 273).

A small post was established here by Du Luth towards the close of the 17th century, but was afterwards abandoned. In 1801 it became a port of the Hudson's Bay Co., and the old fort is still preserved as an engine-house. The *Kaministiquia* and its connecting waters formed a canoe-route by which the Indians of the North-West brought their furs to the traders. It was by this route that Col. Wolseley transported his forces to Fort Garry in 1870 (see p. 277).

The *Harbour*, formed chiefly by the river and embracing about 26 M. of water-front, was greatly improved by the Dominion Government at an expense of over \$15,000,000. A special character is given to the city which is the head-quarters of the sample grain market of Canada, by the numerous huge *Grain Elevators*, with a total capacity of about 30,000,000 bushels, in which are stored immense quantities of grain from Manitoba and the North-West, shipped here for carriage on the Great Lakes. The *Grain Exchange* (1913), a fine building of five stories, should be noted. The *C.P.R. Coal Depot*, at the mouth of the *McKellar River*, an arm of the Kaministiquia (see p. 260), is one of the largest in the world. The *Optic Flour Mills* have a capacity of 18,000 barrels daily. Other industries include iron foundries, the manufacture of car-wheels, shipbuilding, etc., and the lake fisheries are also quite considerable.

Mt. McKay (160 ft.) affords a fine view of the lake, town, river, and environs. The base of the mountain is reached by an electric tramway (5 c.) from Fort William. Through the mountain part of the water conduit is tunnelled which conveys the water from *Lock Leonard* (960 ft.; area 10 sq. M.), 7 M. to the S.W. of Fort William, to the city.

Either Port Arthur or Fort William forms good head-quarters for geological study, especially of the Pre-Cambrian rocks of this district (Nipigon, Animikie with silver and iron-ore, etc.).

From Fort William to *Quebec*, see R. 54; to *Toronto*, see R. 57; to *Winnipeg*, see R. 59.

56. From Toronto to Georgian Bay and Sault-Ste-Marie viâ Collingwood (*Railway and Steamer*).

459 M. **GRAND TRUNK RAILWAY** to (94 M.) *Collingwood* in 4½ hrs. (fare \$ 2.95). **STEAMER** of the **NORTHERN NAVIGATION CO.** thence to (364 M.) *Sault-Ste-Marie* and (447 M.) *Mackinac Island* (fare \$ 18.20, incl. meals and berth). The steamers leave Collingwood on Tues., Thurs., & Sat. on the arrival of the morning train from Toronto, and run to the N. through Georgian Bay and the 'North Channel' (p. 263), calling at many points on the N. shore of Lake Huron. The Thurs. boat does not call at *Killarney* or *Manitowaning* (see below and p. 262). The voyage takes about 2½ days, and ample time is generally allowed for landing at the various ports. The steamers and their accommodation are good, and the trip is healthful and enjoyable in summer. — A **STEAMER** of the **CHICAGO, DELUTH, & GEORGIAN BAY TRANSIT CO.** leaves Owen Sound once weekly for *Perry Sound* (p. 260), *Killarney*, and points on the *North Channel* (comp. p. 262), going on to *Sault Ste-Marie* (p. 264), *Mackinac* (p. 262), and *Chicago*.

From Toronto to (94 M.) *Collingwood* by railway, see p. 241.

The steamer calls at (19 M.) *Meaford* (p. 241) and (42 M.) *Owen Sound* (p. 249), beyond which its course lies along the W. side of *Georgian Bay* (p. 263). To the left is the *Saugeen* or *Bruce Peninsula*, jutting out into the lake for about 50 M. and belonging geologically to the so-called '*Niagara Escarpment*' which runs from *Lewiston* (p. 226) to *Manitoulin Island* (p. 263). — Beyond *Cape Hurd* (p. 263), the extremity of the *Saugeen Peninsula*, the steamer steers a little to the W. of N. to (147 M.) *Killarney* (Hotel, from \$ 2), a little fishing-village, finely situated at the foot of the *La Cloche*

Mts. (755-1180 ft.), on the N. shore of Georgian Bay, at the beginning of the *North Channel* (p. 263). Indian souvenirs may be purchased here.

From Killarney the steamer crosses to the S., passing several islands, to *Grand Manitoulin Island* (see p. 263), where it first calls at (169 M.) *Manitowaning* (Queen's, \$ 3), situated on high ground, at the head of the deeply indented *Manitowaning Bay*. There is good trout-fishing to be had here. Near the village, to the E., is a large *Indian Reserve*, dating from 1836 when, by terms of agreement, the Indians of the Georgian Bay Islands, representing the Ottawa, Chippewa, and Saugin tribes, were settled on the island. — We then steer along the coast of the island to (185 M.) *Sheguiandah*, whence we proceed through a pretty archipelago to (198 M.) **Little Current** (580 ft.; Queen's, *King Edward*, \$ 2½; pop. 983), the chief place in the island, named from the peculiar currents which are sometimes caused here by the wind in the narrow channel between Manitoulin and the *Goat Islands*. Little Current is another good fishing centre and the terminus of the Algoma Eastern Railway (see p. 257). — The next ports of call on the island are (217 M.) *Kaoawong* (Havelock, \$ 2), with the pretty *Bridal Veil Falls*, and (247 M.) *Gore Bay* (Ocean, Queen's, \$ 3½).

The steamer now recrosses to the mainland. 282 M. *Blind River* (p. 257). — Some distance beyond (314 M.) *Thessalon* (Hefferman, \$ 3; Queen's, \$ 2½; see p. 257), a lake-port with 1400 inhab., the steamer enters the channel between *St. Joseph Island* (l.; p. 263) and the mainland (r.), passing the *Desbarats Islands*, a popular resort. It finally calls at the Canadian town of *Sault-Ste-Marie* before crossing to its terminus on the American side (p. 264). In July and Aug. the steamers go on from the Soo to the island of *Mackinac*.

57. From Toronto to Port Arthur and Fort William.

a. By Canadian Pacific Railway viâ Port McNicoll (*Railway and Steamer*).

577 M. CANADIAN PACIFIC RAILWAY to (108 M.) *Port McNicoll* in 4½ hrs. (fare \$3.80; parlor-car 85 c.). STEAMER thence to (340 M.) *Sault-Ste-Marie* and (577 M.) *Port William* (calling at *Port Arthur*, p. 259) in ca. 40 hrs. (through-fare from Toronto to Fort William \$35.40; meals and berth included). 31

This forms part of the so-called 'Lake and Rail Route' of the Canadian Pacific Railway; and tickets from Eastern points to Fort William or points farther to the W. are available either by this route or by railway (R. 55). Travellers who are not pressed for time will prefer the 'Lake and Rail Route', as they miss comparatively little of interest on the railway between Montreal and Fort William and gain an opportunity to see something of the Great Lakes, the Sault-Ste-Marie Canal, etc. The steamers leave Port McNicoll daily except Frid. & Sun. at 4 p.m. during the season of navigation (from about the middle of April to the end of Nov.). The Wed. boat calls at *Owen Sound* (p. 249). The steamers are equipped with wireless telegraphy and afford excellent accommodation, service, and cuisine. The water of the lakes is generally smooth in summer. Warm wraps should be taken.

From *Toronto* (Union Station; p. 207) to (96 M.) *Meaford* and (108 M.) *Port McNicoll*, see R. 52a.

Port McNicoll (pop. 500; Inn, \$ 3; see p. 203), the E. terminal of the C.P.R. steamship service on the Great Lakes, is an important port for the shipping of grain, with extensive modern wharves, elevators, and other facilities.

From Port McNicoll the steamer skirts the *Penetang Peninsula* (1.) and steers straight across Georgian Bay for *Cabo Head* (1.) on the *Saugeen Peninsula* (p. 261). When clear of the peninsula, we turn to the left (W.) and enter Lake Huron proper by the channel mentioned below, between *Cape Hurd* (p. 261) on the left and the *Grand Manitoulin* (see below) on the right.

Lake Huron (580 ft. above the sea), across the waters of which the next part of our route leads, is 207 M. long and 100 M. wide, with an area of 23,200 sq. M. (nearly half the size of England). Its greatest depth is 750 ft. The *Saugeen Peninsula*, jutting out from the S., and the *Grand Manitoulin Island*, on the N., approach within 20 M. of each other and divide the lake into two portions, of which that to the E. is known as *Georgian Bay* (130 M. long and 50 M. wide). The W. shore of Lake Huron is low and little varied in outline (with the exception of the deep *Saginaw Bay*), but the N. and E. coasts are rocky and indented, often showing bold limestone cliffs. The lake contains an enormous number of islands (estimated as high as 36,000), especially along the E. shore of Georgian Bay (*Parry Archipelago*) and in the 'North Channel', between Manitoulin and the mainland. The E. and N. shores of the lake belong to Canada, the W. to Michigan. The name Huron (from *hure*, 'wild bear') was applied by the French to the Wyandotte Indians on account of their manner of dressing their hair. 'Huronian', as applied to a series of Pre-Cambrian crystalline rocks, was originally used to describe the beds of this series overlying the Laurentian formations on the N. shore of Lakes Huron and Superior.

The Grand Manitoulin Island ('Island of the Great Spirit'; 905 ft.), which lies to the N. of our course as we cross Lake Huron, is 80 M. long and 30 M. wide across its widest part. There are a number of Indian reservations on the island, and along its N. coast are several villages frequented as summer-resorts (comp. p. 262). Our steamer passes it in the night, and we consequently see little of it.

Early next morning the steamer threads the narrow *Detour Passage* (comp. p. 266), between the mainland of Michigan on the left and *Drummond Island* (Mich.) on the right, and enters the beautiful **St. Mary's River* (65 M.), connecting Lake Huron with Lake Superior. Farther on *St. Joseph Island* lies to the right, with first the mainland

† The channel is actually narrowed down to about 5 M. by the islets lying off Cape Hurd and the S. end of Manitoulin.

and then *Encampment Island* to the left. We next pass the rapids between *Sugar Island* (I.) and the mainland (r.), traverse the expansion of the river called *Bear Lake* or *Lake George* (9 M. long and 3-4 M. wide), and finally turn to the left (W.) round the N. end of *Sugar Island* and enter the *Sault-Ste-Marie Canal* (see below).

340 M. **Sault-Ste-Marie**[†] (632 ft.; *Windsor*, from \$ 4; *Algonquin*, well spoken of, from \$ 3½; *Park*, \$ 2½; *U.S. Consul*; golf-course) is a busy lake-port and industrial town, with (1921) 21,228 inhab. and all modern conveniences. The industries include several blast-furnaces (at *Steelton*, see p. 257), foundries and machine shops, huge pulp and paper mills, chemical works, electric smelters, dry-docks and shipbuilding plants, and large iron-ore docks. There is a *Government Wireless Station*. *Sault-Ste-Marie* is the terminus of the *Algoma Central & Hudson Bay Railway* (see p. 258), and a station on the *C.P.R.* (p. 257). — Frequent steam-ferries cross to the *U. S. Sault-Ste-Marie* (615 ft.; *Park*, from \$ 4½; *Murray Hill*, from \$ 3½; *Moore*; *Belvedere*; *Rail. Restaurant*), a thriving little city with (1920) 12,096 inhab., originated in a French mission established here in 1641. Its position on the *Soo Canal* and at the convergence of several railways gives it considerable commercial importance. Among the chief buildings are the *Custom House* (Pl. 1), the *Post Office* (Pl. 2), the *City Hall* (Pl. 4), the *Carnegie Library* (Pl. 6), and the *Court House* (Pl. 5). To the W. lies *Fort Brady*, a U. S. military post (comp. Plan).

One of the things to 'do' at the *Soo* is to shoot the *Rapids*, about 1 M. long, in a canoe guided by an Indian, an exciting but reasonably safe experience (inquire at hotels). There is good trout-fishing above the Rapids and in the neighbouring streams, and the Indians catch whitefish with scoop-nets below the Rapids. — The island of *Mackinac* (see p. 262 and *Baedeker's United States*) is easily reached from the *Soo*. — A STEAMER plies twice weekly from *Sault-Ste-Marie* to (106 M.) *Michipicoten Harbour* (see p. 258).

The **St. Mary's* or *Soo Ship Canal*, by means of which the *St. Mary Rapids* (see above) are circumnavigated, connects *Lake Huron* with *Lake Superior*, the two lakes having a difference of level of about 20 ft. As early as 1798 a small canal was built by the *Hudson's Bay Co.* on the Canadian side of the river, and in 1837 a canal was begun by the State of Michigan, but not completed before 1855. It was 1800 yds. long, 100 ft. wide, and 12 ft. deep, with two locks, each 350 ft. long.

The present system of canals comprises two canals on the American side and one on the Canadian side. Of the AMERICAN CANALS the S. and older canal, completed by the U. S. Government in 1881 at a cost of \$2,150,000, is 2330 yds. long, 108 ft. wide at its narrowest part (the movable dam), and 16 ft. deep. It has two locks. *Weitzel Lock*, its original lock, is 515 ft. long, 80 ft. wide, and 39½ ft. deep, and can hold two large lake-steamers. An enormous new lock, *Pow Lock*, on the site of the two old locks of 1855, was opened in 1896, having a length of 800 ft., a breadth of 100 ft., and a depth of 21 ft. The cost of this new lock and the accompanying enlargement of the canal was about \$5,000,000. The lock can be filled or emptied in 7 minutes. Even this, however, proved inadequate for the increasing traffic, and recently a new canal, 260 to 300 ft. wide, has been built to the N. of the S. canal. Its lock is 1350 ft. long, 80 ft. wide, and 24½ ft. deep. Another lock for this canal has been proposed. — The CANADIAN CANAL,

[†] Locally pron 'Soo Sint Ma'ree' and usually called the 'Soo'.



Whitefish Bay

Gros Cap

St. Mary's River

Whitefish

Troquois L. Station

St. Mary's River

St. Mary's River

St. Mary's River

St. Mary's River

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St. Mary's River

ST. MARY'S RIVER

1:100,000

1:60,000

St. Mary's River

St. Mary's River

St. Mary's River

St. Mary's River

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St. Mary's River

St. Mary's River

St. Mary's River

St. Mary's River

St. Mary's River

St. Mary's River

- 1. Customs House
- 2. Post Office & Bank
- 3. Church
- 4. City Hall
- 5. Court House
- 6. Carnegie Library
- Shinaback

Province of Ontario, Canada

St. Mary's River

which was completed in 1895 at a cost of about \$3,700,000, is 2400 yds. long and includes a lock 900 ft. long and 60 ft. wide, with 18 $\frac{1}{4}$ ft. of water on the sill. Its lift is 19 ft.

The annual tonnage of the vessels passing through the Soo Canals by far surpasses that of the Suez Canal. In 1918 a tonnage of 61,100,244 net tons with 85,680,327 short tons of freight passed through the U.S. canals as compared to a tonnage of 9,251,601 net tons for the Suez Canal in the same year. The Canadian Canal was passed by 2059 vessels of 10,030,542 net tons having a freight tonnage of 12,913,741 tons.

From Sault-Ste-Marie to Toronto by railway via Sault Ste. Marie, see p. 257 and R. 52, or by steamer on *Georgian Bay* and railway via Collingwood, see R. 56, or via *Lake Huron* and *Sarnia*, see R. 51 c; to *Frank* and *Oka* (*Hearst*), see p. 255; to *Michipicoten Harbour*, see pp. 258, 264; to *Duluth* and to *Minneapolis* and *St. Paul*, see *Baedeker's United States*.

The passage of the locks at Sault-Ste-Marie takes about an hour, which passengers may spend in visiting the town. In emerging from the canal we pass under the fine railway-bridge of the C. P. R. line from Sudbury to Sault-Ste-Marie (see p. 257) and a movable dam forming a road-bridge. A little farther on, between *Point Iroquois* to the left (U. S.) and *Gros Gap* to the right (Canada), we leave the St. Mary's River and enter *Whitefish Bay*, forming the S.E. end of Lake Superior.

Lake Superior (602 ft. above the sea), the highest of the Great Lakes, is the largest sheet of fresh water on the globe, being 380 M. long and 162 M. in extreme width, with an area of 31,800 sq. M. (somewhat larger than that of Scotland). The mean depth is about 900 ft. The lake receives the waters of 200 streams and contains numerous islands, chiefly near its E. and W. ends. Its coast-line (ca. 1500 M.) is irregular and generally rock-bound, some of its cliffs and hills being very picturesque. The water is singularly clear and bitterly cold even at midsummer. Lake Superior whitefish (*Coregonus clupeiformis*) are excellent eating, and the traveller should not miss the opportunity to taste them furnished by the steamer's bill-of-fare. Other varieties of fish are also abundant.

The N. shore of Lake Superior, of which we see so little from the steamer, is very picturesque at places but is not accessible except by small boat. The only important settlements on it between Sault-Ste-Marie and Nipigon are *Michipicoten* (p. 258) and *Heron Bay* (p. 258).

Whitefish Point, to the left, with its lighthouse, marks the end of Whitefish Bay and the beginning of the lake proper, across which we now hold a N.W. course for 237 M., soon passing out of sight of land. The first land we come in sight of next morning is *Isle Royale* (U.S.), a rugged, rock-bound island, 50 M. long, lying near the N.W. shore of the lake. Our course bends to the left (W.) and passes between this island and the mainland. To the right rises the fine promontory of ***Thunder Cape**, a huge volcanic mass rising 1300 ft. above the lake. Near its foot is the tiny *Silver Islet*, which between 1870 and 1884, when it was drowned out by the waters of the lake, yielded between three and four million dollars worth of the precious metal. Passing Thunder Point, we enter **Thunder Bay**, the mouth of

which, to the S. (L.), is closed by *Pie Island*. The steamer generally calls at *Port Arthur* (p. 259), if the state of the water allows, before entering the *Kaministiquia River* and reaching its terminus at —

577 M. (237 M. from Sault-Ste-Marie) *Fort William* (see p. 260), where we join the C.P.R., the G.T.R., and the C.N.R. for Manitoba, Saskatchewan, Alberta, and British Columbia.

b. By Canadian Pacific Railway via Sudbury.

813 M. RAILWAY in 28½ hrs. (fare \$ 28; dining-car, with meals à la carte).

From Toronto to (260 M.) *Sudbury*, see R. 52a; thence to (809 M.) *Port Arthur* and (813 M.) *Fort William*, see pp. 257-260.

c. By Grand Trunk Railway via Sarnia

(*Railway and Steamer*).

641 (649) M. GRAND TRUNK RAILWAY to *Sarnia* via *Stratford* (170 M. in 6½ hrs.) or via *Hamilton* and *London* (178 M. in 4¾-5¼ hrs.). STEAMERS of the NORTHERN NAVIGATION Co. leave Point Edward Dock (Sarnia), where connection is made with the train, at 4 p.m. every Tues., Thurs., and Sat. in summer for (284 M.; 19½ hrs.) *Sault-Ste-Marie* and (471 M.; 38½ hrs.) *Port Arthur*. The boats are good and the journey is enjoyable in good weather. — From *Port Arthur* the steamers go on to (170 M.; 13½ hrs.) *Duluth*, Minn. On the return journey from *Duluth* they first touch at *Port William*.

This route forms the connecting link of a through-route from *Montreal* to *Prince Rupert* in connection with R.R. 44c, 59c, 64a, and 69.

From Toronto to (170 M.) *Sarnia* via *Stratford*, see pp. 221, 222, or to (178 M.) *Sarnia* via *Hamilton* and *London*, see pp. 226, 232-31. and 224.

From *Sarnia Wharf* the steamer follows a N.W. course across *Lake Huron* (see p. 263) to the *Detour Passage* where it joins the route to *Port Arthur* described at pp. 263-266. — 234 M. (from *Sarnia*) *Sault-Ste-Marie*, see p. 264. — 471 M. *Port Arthur*, see p. 259.

d. By Canadian National Railways via Sudbury Junction and Ruel.

871 M. RAILWAY (Canadian Northern Division) in 32½ hrs. (fare \$ 21.80; sleeper \$ 8.60).

From Toronto to (262 M.) *Sudbury Junction*, see R. 52b. Our line continues to run in a N.W. direction. 272 M. *Hanmer*. 276 M. *Capreol* (1003 ft.; Rail. Restaurant) is the junction for the line to *North Bay* and *Ottawa* (R. 42). To the E. lies *Wanapitei Lake* (850 ft.; 45 sq. M.). 285 M. *Milnet*, whence a short branch-line runs to (4 M.) *Sellwood*, situated near the magnetite mines of the *Moose Mt. Iron Range*. 293 M. *Anstice*. At (300 M.) *Raphoe* (1244 ft.) we enter the *Timagami Forest Reserve* (see p. 245) which we leave again some distance beyond (312 M.) *Thor Lake* — 328 M. *Ruel* (1344 ft.) is the starting-point for the promising gold fields near *Shining Tree Lake*.

Beyond Ruel the railway traverses a country studded with lakes and intersected by numerous rivers which all flow N. to *James Bay* (comp. below). There are over 70 stations on this part of the line, but most of them are, as yet, names only. 363 M. *Ongama* (1165 ft.). — 424 M. *Foleyet* (1078 ft.), a divisional point. 481 M. *Peterbell* (1033 ft.). — At (534 M.) *Oba* (1036 ft.) we intersect the Algona Central & Hudson Bay Railway from Franz (p. 255) to Hearst (p. 268). Farther on we cross the *Kabinakagami River* (p. 268). — 572 M. *Hornepayne* (1090 ft.). — 585 M. *Nagagami River*, near the lake of that name. — 656 M. *Pagwachuan* (1105 ft.), called after an adjacent lake. Near (672 M.) *Longlac* (1040 ft.), situated at the N. end of *Long Lake* (1013 ft.; area 75 sq. M.), a narrow sheet of water about 50 M. in length, the line turns to the S.W. From (714 M.) *Kingshorn* to *Kowkash* (p. 268) a new line is in consideration, affording a direct connection between Capreol and Sioux Lookout.

723 M. *Jellicoe* (1086 ft.). — 764 M. *Orient Bay* (902 ft.; Nipigon Lodge, a C.N.R. summer-hotel, from \$3¹/₂), on a S.E. arm of *Lake Nipigon* (see p. 259). — 788 M. *Cameron Falls* (792 ft.), with a large hydro-electric power-plant. Before reaching (801 M.) *Nipigon* (see p. 259) we skirt the W. bank of *Helen Lake* (608 ft.) for some distance and then cross the *Nipigon River* (p. 259). Beyond Nipigon where we intersect the main line of the C.P.R. our route substantially coincides with that line described at p. 259.

871 M. *Port Arthur*, see p. 259.

58. From Cochrane to Sioux Lookout (Winnipeg).

524 M. CANADIAN NATIONAL RAILWAYS (Canadian Government Division) in 16³/₄ hrs. (fare \$18.10). Comp. RR. 33, 59c.

This line forms part of a through service between Montreal and Vancouver (fare \$101.20; sleeper \$30.75, tourist-sleeper \$15.40) via Ottawa (R. 39c), North Bay (R. 42), Cochrane (R. 51, 11), Winnipeg (R. 59c) and Edmonton (R.R. 64a, 68). The 'Continental Limited' covers the distance of 2987 M. in 4¹/₂ days starting every evening from Montreal, where connection is made from Halifax, except for the Monday train. Comp. also R. 55.

Cochrane, see p. 184. 6 M. *Frederick* (861 ft.), on the *Frederick House River*, a tributary of the *Abitibi River* (p. 184). Between this point and *Hearst* (p. 268) we cross the *Mattagami* (p. 248), *Kakozhishk*, *Kapuskasing*, *Opasatika*, and *Missinaibi* rivers, all of which combine as *Moose River* (comp. p. 258) to reach *James Bay* (p. 184). These rivers offer excellent water-power for future development. The clay belt (comp. p. 184) attains its greatest breadth on this part of the line. 12 M. *Hunta*, in a good farming country, with pulp and paper mills. 32 M. *Jacksonboro* (769 ft.; hotel), a thriving community with about 500 inhabitants. Near (70 M.) *Kapuskasing* (714 ft.), with a Dominion experimental station (1916; 1000 acres), used as an internment camp during the Great War, the *Ground Hog*

River is crossed. 91 M. *Opasatika* (744 ft.), on the river of that name. — 129 M. **Hearst** (795 ft.; *Rail. Restaurant*; pop. 500) is a divisional point and the present N. terminus of the Algoma Central & Hudson Bay Ry. (see p. 258). — Short of (151 M.) *Kabina* (797 ft.) the *Kabinakagami River* (p. 267) is crossed, and beyond (165 M.) *Bertram* (746 ft.) the *Nagagami*, both tributaries of the *Albany River*. — 205 M. *Pagwa River* (617 ft.). 254 M. *Grant* (997 ft.; *Rail. Restaurant*), a divisional point. Beyond (263 M.) *Opemisha* (1049 ft.) the railway leaves the clay belt. 297 M. *Kowkash* (comp. p. 267). The line keeps to the N. of *Lake Nipigon* (p. 259). Save in the vicinity of the lake, the land is rocky and sterile. — 385 M. *Armstrong* (1113 ft.; hotel; *Rail. Restaurant*), where we change from Eastern to Central Time (1 hr. slower; comp. p. xii), is another divisional point, situated in a fine hunting and fishing district. Near-by are the striking *Castle Rocks*. Numerous swampy areas are traversed, and occasional stretches of bleak-looking country devastated by forest-fires. At (518 M.) *Superior Junction* (1190 ft.) we join the C.N.R. line from Fort William to Winnipeg (R. 59 c).

524 M. *Sioux Lookout*, see p. 275.

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59. From Fort William and Port Arthur to Winnipeg.

a. By Canadian Pacific Railway.

426 M. RAILWAY in about 12³/₄ hrs. (fare \$ 14.75; sleeper \$ 4.15; berth in tourist-car \$ 2.15).

Fort William, see p. 260. Passing (2 M.) *West Fort* (p. 273), the train leaves Lake Superior and enters a desolate rock-strewn region, overgrown with rather scrubby timber. Few settlements are seen, but there is better land at some distance from the railway. Many lakes and rivers are passed. — 13 M. *Murillo* (947 ft.), near the fine *Kakabeka Falls* (see p. 273), is the station for the *Rabbit Mountain* silver-mining district. — Beyond (23 M.) *Kaministiquia* (1010 ft.) we leave the river of that name and ascend along the *Mattawin*. Names such as (33 M.) *Finnmark* and (53 M.) *Roith* (1582 ft.; p. 274) indicate the presence of a Scandinavian element among the settlers. To the left, at (71 M.) *Savanne* (1506 ft.), may be seen some barges abandoned here by Wolseley on his march to Fort Garry (Winnipeg; comp. p. 260). Much difficulty was experienced in making this part of the line from the 'muskegs', or morasses covered over with soil and vegetation, that required to be filled in. — 84 M. *Upsala* (1587 ft.); 111 M. *English River*; 129 M. *Bonheur*; 147 M. *Ignace* (1487 ft.), a small summer-resort. We now follow the *Wabigoon River*, which, with its chain of lakes, affords good fishing. — 198 M. *Wabigoon* (1215 ft.; Imperial, \$ 3), a growing place, prettily situated on *Wabigoon Lake*, is the starting-point for the *Manitou Gold Mining District*, which lies to the S. Small steamers run hence in summer to *Manitou Lakes* and to *Rainy Lake* (p. 273). — At (211 M.) *Dryden* (Central, \$ 3), on the *Wabigoon River* (see above) which here forms a waterfall, are a Provincial experimental farm and a large pulp and paper mill. At (227 M.) *Eagle River* (Cascade, \$ 3), in the *Eagle Lake* gold-mining district, are two pretty waterfalls, one on each side

of the railway. The whole district is characterized by wild rocky scenery and numerous deep lakes. Beyond (269 M.) *Hawk Lake* (1292 ft.) the large *Lake of the Woods* (see below) lies to the left.

293 M. **Kenora** (1085 ft.; *Tourist*, from \$4; *Ottawa, Commercial*, from \$3; *Rail. Restaurant*; *U. S. Cons. Agent*), a divisional point, is a town with 5000 inhab., finely situated on the Lake of the Woods (see below), at the point where its waters pour over a rocky ledge into the *Winnipeg*, forming a picturesque **Waterfall* 20 ft. high. Kenora derives its name from the first two letters of Keewatin (see below). Norman (see below), and *Rat Portage* (comp. below), the last being the former name of the town. It has of late been growing in repute as a summer-resort. The industries include flour and lumber mills, and the fisheries in the adjacent lakes and rivers are also very important. To see the Falls, we follow the railway to the bridge and then turn to the right.

A steam-ferry plies several times daily from Kenora (round trip 25c.) to *Norman* and *Keewatin* (see below), both situated on the other side of the river and connected by an electric tramway.

The **Lake of the Woods* (1057 ft.) is a beautiful sheet of water, 65 M. long and 10.50 M. wide (area 1385 sq. M.), studded with islands and surrounded by green forests rising at places in hills of considerable size. There is excellent fishing and shooting to be had in the lake district. Deposits of free milling gold are found near the lake as also near *Rainy Lake*, the *Seine River* (an affluent of the former), and *Sturgeon Lake*. The Lake of the Woods was discovered by the French explorers in 1660, and plays a prominent part in the story of the early *voyageurs* and *courriers de bois*. The 'portage', named from the colonies of musk-rats connected the lake with the *Winnipeg River*. — Small steamers and steam-launches make numerous excursions in summer; and small boats may be hired. There is a daily steamer to *Fort Frances* (p. 273). — An interesting canoe-trip may be made down the *Winnipeg River* to *Lake Winnipeg* (p. 282).

The train crosses the *Winnipeg* by a lofty open-work bridge (falls to the right). 297 M. *Keewatin* (*Keewatin*, \$2½; pop. 1154; see above), with large flour-mills, numerous saw-mills, and the huge works of the *Keewatin Power Co.* 307 M. *Busteed*.

Beyond (325 M.) *Inaolf* we leave Ontario and enter *Manitoba* (p. 277). Beyond (346 M.) *Rennie* we cross the C.N.R. (R. 59c). At (366 M.) *Whitemouth* (911 ft.), with lumber-mills, we enter upon the bottom of 'Lake Agassiz' (comp. p. 278). The country becomes more and more level and the trees more sparse, until we fairly leave the forest region of the East and emerge on the great prairies of the West. From (381 M.) *Molson* a branch-line runs to (38 M.) *Winnipeg*, viâ (25 M.) *Oakbank* and (32 M.) *North Transcona* (comp. p. 275); another branch runs N. to (22 M.) *Lac du Bonnet* (*Woodbine*, \$2½), with a large hydro-electric power-plant. — 390 M. *Beauséjour* (864 ft.). — 405 M. *East Selkirk* (p. 282), with quarries of Galena limestone and an immigration-barrack. Omnibuses from *Selkirk* (p. 282) meet all the trains. — The line now follows the *Red River* (p. 281), which we cross shortly before reaching —

426 M. *Winnipeg* (see p. 275).

b. By Canadian National Railways via Fort Frances.

488 M. RAILWAY (Canadian Northern Division) in 14 $\frac{3}{4}$ hrs. (fare from Port Arthur \$14.65; sleeper \$4.50, observation-car \$2.63, dining-car). The railway runs to the S. of the Canadian Pacific Railway.

Port Arthur and (4 M.) Fort William, see pp. 259, 260. A little S. of (6 M.) West Fort (p. 271) Mt. McKay (p. 261) is seen. At (12 M.) Twin City Junction the line to North Lake (p. 260) diverges to the left. From (23 M.) Kakabeka Falls (912 ft.), with the fine *Kakabeka Falls, 150 ft. high and 450 ft. wide, formed here by the Kaministiquia River (comp. p. 260), electric power is conveyed to Fort William and other towns. Near (31 M.) McKenon the railway leaves the Kaministiquia Valley and runs along the Mattawin River (p. 271) as far as some distance beyond (44 M.) Glenora (1199 ft.). — 53 M. Shaqua (1237 ft.); 66 M. Rosmere (1477 ft.); 81 M. Kashabowie (1525 ft.). — 105 M. Windigo (1480 ft.).

A few miles to the S.W. of Windigo begins *Quetico Park, one of the Provincial forest reserves comprising 1500 sq. M. and extending westward for about 60 M. and to the S. as far as the international boundary. The beautiful scenery of this still little-known reserve, which abounds in moose and deer (no hunting allowed) and affords excellent fishing, may be enjoyed by the canoeist. Fort Frances (see below) may be thus reached from Windigo by a canoe route with several portages (longest 2 M.) in about 10 days.

131 M. Hematite (1360 ft.). 142 M. Atikokan (1227 ft.: Rail. Restaurant), with large iron deposits and a small gold mine and stamp-mill. 160 M. Banning (1256 ft.). At (171 M.) La Seine we cross the river of that name (comp. p. 272). 181 M. Glenorchy; 190 M. Mine Centre (1190 ft.). A number of small lakes are seen to the left about this part of the line. Beyond (200 M.) Farrington (1154 ft.) the line is carried by a number of iron bridges, connecting a series of rocky islets and resting on solid stone piers, across (ca. 3 M.) Rainy Lake (1108 ft.; steamers, see below), a picturesque sheet of water about 50 M. in length (area 324 sq. M.). The sturgeon of this lake are said to afford a large proportion of the world's supply of caviar.

231 M. Fort Frances (1113 ft.: Fort Frances, \$3; Rail. Restaurant), once an early post of the Hudson's Bay Co., is a town with 2800 inhabitants. It is situated on the Rainy River, a navigable stream about 100 M. in length which connects Rainy Lake (see above) with the Lake of the Woods (p. 272) and forms the boundary towards Minnesota. The town possesses several paper and lumber mills, extensive peat works, and a large power-plant at the adjacent Alberton Falls.

STEAMERS ply regularly from Fort Frances to Kenora (p. 272) and Rainy River (p. 274). — Fort Frances is the best starting-point for canoeing and fishing excursions in the Rainy Lake District, whence they may be extended to the Quetico Park (see above).

The Duluth, Winnipeg, & Pacific Railway runs from Fort Frances to (172 M.) Duluth, Minn., and the Minnesota & International Railway from International Falls, situated opposite Fort Frances on the S. bank of the river (omn.), to (199 M.) Brainerd, Minn. (comp. Baedeker's United States).

Beyond **Fort Frances** the line continues to run towards the W., following roughly the course of the *Rainy River* (see p. 273). 243 M. *Devlin* (1196 ft.); 251 M. *Emo* (pop. 300) carries on farming and lumbering. From (285 M.) *Rainy River* (1089 ft.; Canadian Northern, \$21½; Rail. Restaurant), a divisional point, with 1400 inhab., steamers ply to **Fort Frances** (p. 273) and *Kenora* (p. 272). Between *Rainy River* and (287 M.) *Beaudette* the train crosses the *Rainy River* and enters the *United States (Minnesota)*. 311 M. *Roosevelt*.

323 M. *Warroad*, a thriving little town with about 2000 inhab., lies at the S. end of the *Lake of the Woods* (p. 272), at the point where the *War Road River* flows into it and forms a good natural harbour, which has been improved by the U. S. Government.

Steamers ply from *Warroad* to various points on the *Lake of the Woods*, *Rainy River*, and *Rainy Lake*, and a railway runs hence to (135 M.) *Crookston*, *Minnesota* (comp. p. 281).

Some distance beyond *Warroad* the line re-enters Canadian territory, running for about 50 M. through the woods of *East Manitoba* (p. 277). 343 M. *Sprague* (1063 ft.). From (349 M.) *South Junction* a branch-line runs to the W. to (77 M.) *Emerson*, where connection is made with the *Great Northern Railway* for points in *Minnesota*, *North Dakota*, etc. (see p. 281). 354 M. *Vassar*. — Near (385 M.) *Bedford* we reach a tributary of the *Red River*, the *Seine River*, the valley of which we now descend all the way to *Winnipeg*. 391 M. *Marchand*; 403 M. *Giroux*; 411 M. *Ste. Anne*, an old village; 423 M. *Lorette*. At (437 M.) *St. Boniface* (p. 280) we cross the *Red River* and enter —

438 M. *Winnipeg* (Union Station; see p. 275).

c. By Canadian National Railways viâ Sioux Lookout.

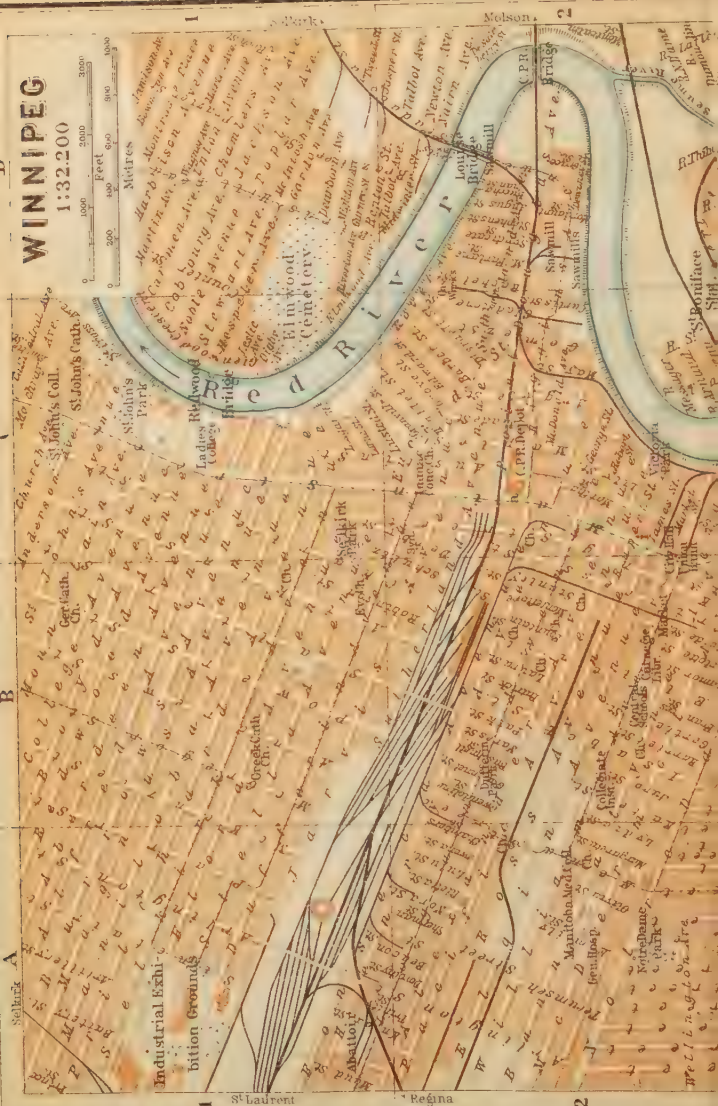
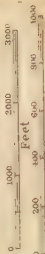
451 M. RAILWAY (Canadian Government Division) on Mon., Wed., & Frid. (return Tues., Thurs., & Sat.) to (199 M.) *Sioux Lookout* where connection is made with the main transcontinental route (comp. R. 58) in 12¼ hrs., thence daily (with dining-car) to (252 M.) *Winnipeg* in 8½ hrs.

Port Arthur and (3 M.) *Fort William*, see pp. 259, 260. As we leave *Fort William* *Mt. McKay* (p. 261) is seen to the left. The line runs towards the N.W., through a thinly settled district, and ascends rapidly. Beyond (12 M.) *Baird* the C.P.R. and the main line of the C.N.R. are seen below (l.), in the valley of the *Kaministiquia River* (pp. 271, 273). From (30 M.) *Dona*, where we cross the river, a canoe trip may be made to *Lake Nipigon* (p. 259) viâ *Dog Lake* (1378 ft.; area 61 sq. M.). — 62 M. *Raith* (Rail. Restaurant; comp. p. 271). 66 M. *Linko*; 86 M. *Larson*. 104 M. *Graham*; 119 M. *Petry*.

Between (131 M.) *Reba* and (139 M.) *Sowden* we run nearly due N. The railway now traverses the great *Nibigami Region* ('The Country of Lakes'), extending from *Winnipeg* to *Lake Nipigon*, and said to afford some of the best fishing and hunting in Canada. From (164 M.) *Watcomb* we may travel by canoe through *Sturgeon Lake* (1327 ft.), near the N.E. end of which is a H. B. Co.'s post, and, with a few portages,

WINNIPEG

1:32,200



BONIFACE

Industriell.

Union Station

St. Mallin's Ave

Материалы

Weyland

1105

Shops

Assimilabile Park 4

to the main line of the C.N.R. (R. 58). At (193 M.) *Superior Junction* we join the line from Cochrane (R. 58), which we follow to (199 M.) **Sioux Lookout** (1197 ft.; *Graham*, \$21½; *Rail. Restaurant*), a divisional point, with 860 inhab. and an iron pyrites mine. 242 M. *Hudson*.

From either Sioux Lookout or Hudson the experienced canoeist may easily reach the (ca. 60 M.) H. B. Co.'s post on *Lac Seul* (1140 ft.; area 392 sq. M.), situated to the N.; and thence may make his way W. through *English River* and *Winnipeg River* to *Lake Winnipeg* (p. 2-2), or E. via *Lake St. Joseph* (1172 ft.; area 245 sq. M.) and the *Albany River* to *James Bay* (p. 184). Guides, etc., may be had through the H. B. Co.'s officer at Hudson.

Beyond Hudson the railway runs nearly due W. to Winnipeg. 239 M. *Millidge* (1316 ft.); 245 M. *Richan* (1302 ft.). — 289 M. *Canyon*, (299 M.) *Favel*, and (305 M.) *Jones* are stations on the beautiful *Canyon Lake*, 17 M. long. 313 M. *Farlane* (1200 ft.) on *Circle Lake* is well spoken of for its trout-fishing. 322 M. *Redditt* (1071 ft.; *Rail. Restaurant*) is a divisional point.

337 M. **Minaki** (1067 ft.; *Minaki Inn*, a summer hotel of the C.N.R. from \$5; *Holst Point*, \$4), on the *Winnipeg River*, which is here crossed by the railway on a steel bridge, is the most popular resort in the Nibigami district (p. 274). Maskinonge, trout, pike, etc., abound. Guides, canoes, and outfits may be had here. — 353 M. *Malachi*, on the lake of that name. Beyond (359 M.) *White* we enter the province of *Manitoba* (p. 277). 367 M. *Ophir* (1157 ft.) is the station for *Cross Lake*, to the N. of which are extensive rice-beds, said to afford excellent duck-shooting. Beyond (381 M.) *Brereton*, on the lake of that name, we cross the C.P.R. (R. 59a). 396 M. *Elma* (940 ft.) lies on the *Whitemouth River*, a tributary of the *Winnipeg River*. From here to Winnipeg the railway crosses a flat, for the last 25 M. almost treeless country, the bed of 'Lake Agassiz' (see p. 278). 421 M. *Viriam*; 444 M. *Transcona* (766 ft.; comp. p. 272), an industrial town with 4180 inhab. and extensive railway shops. We cross the *Red River* and reach —

451 M. **Winnipeg** (Union Station; see below).

60. Winnipeg.

Arrival. *Canadian Pacific Railway Station* (Pl. C, 2; comp. p. 276), Higgins Ave.; *Union Station* (Pl. C, 3; p. 279), Main St., opposite Broadway, for Canadian National Railways, Northern Pacific Railway, and Great Northern Railway. — *Hotel Omnibuses*, 25 c. each person, including a moderate quantity of luggage.

Hotels. **ROYAL ALEXANDRA* (Pl. a; C, 2), at the C.P.R. station and owned by that Railway, 400 R. from \$2; *FORT GARRY* (Pl. d; C, 3), Broadway, near the Union Station, belonging to the C.N.R., 300 R. from \$3; *McLAREN*, cor. of Main St. and Rupert St. (Pl. C, 2), \$4; *St. REGIS*, 281 Smith St. (Pl. B, C, 3), R. \$2; *BRUNSWICK* (Pl. i; C, 2), cor. of Main St. and Rupert St., from \$2½; *OLYMPIA*, cor. of Smith St. and Portage Ave. (Pl. B, 3), R. from \$2; *CORONA*, cor. of Main St. and Notre Dame Ave. (Pl. B, 3), *St. CHARLES*, cor. of Notre Dame Ave. and Albert St. (Pl. B, 3), *VENDOME*, 308 Fort St. (Pl. C, 3), at these three R. from \$1½.

Restaurants. At the *Hotels* and the *Railway Stations*.

Cabs. One-horse cab for 1-4 pers., ¼ hr. or less 50 c., ¼-½ hr. 75 c., ½-¾ hr. \$1, ¾-1 hr. \$1.25, per hr. \$1.25; two-horse cab for 1-4 pers., 75 c.,

\$1, \$1.25, \$1.50. Trunks 25 c.; hand-baggage free. Fares half as much again between midnight and 5 a.m. — *Taxis*, for 1-4 pers., $\frac{1}{2}$ M. 50 c., each addit. $\frac{1}{4}$ M. 15 c., every 4 min. waiting (limit 10 min.) 10 c., per hr. \$4.

Electric Tramways (comp. Plan) traverse the main streets and run to the suburbs (5 c.).

Theatres. *Winnipeg*, Notre Dame Ave.; *Walker*, at the N. end of Smith St. (Pl. B, 3); *Orpheum*, Fort St. (between Portage Ave. and Graham Ave.; Pl. B, C, 3), *Empress*, Portage Ave. East, *Pantages*, Market St. East (the last three vaudevilles); *Lycæum*.

Clubs. *Manitoba* (Pl. C, 3), Broadway and Fort St.; *Carleton*, 308 Main St.; *Commercial Travellers*, Bannatyne St. and King St.; *Golf*, Norwood; *Hunt*, St. Vital.

Post Office (Pl. B, 3), Portage Ave., between Fort St. and Garry St., open 7 a.m. to 11.30 p.m. — *American Express Co.*, 361 Main St. West.

United States Consul-General, Mr. J. I. Brittain. — There are also French, Belgian, Italian, Dutch, Norwegian, Swedish, and Swiss consular representatives.

Winnipeg (755 ft.), the name of which is derived from the Indian *Ouinipigon* ('muddy water'), is a city of 178,364 inhab. (1921), situated at the confluence of the *Red River* and the *Assiniboine*, in the great level plain of the former. It is the capital of the *Province of Manitoba* (see p. 277) and the fourth city in Canada in population, owing its importance to the fact that it is the doorway and commercial focus of the Canadian North-West, with its boundless prospects of wealth. It has been called the 'Chicago of Canada', and handles even more wheat than the United States city, being the largest grain-market in the British Empire. Over 100,000,000 qrs. of grain are inspected annually. The chief workshops of the C.P.R. to the W. of Montreal are situated here, and the train-yards are said to be the most extensive in the world. There is also an important cattle market. The many manufacturing industries depend on cheap hydro-electric power of which 100,000 h. p. are developed by the city on the Winnipeg River, 77 M. distant. The value of products was \$118,000,000 in 1918. The city covers an area of about 24 sq. M. and contains many substantial and even handsome buildings. Its streets and boulevards are unusually wide and well laid out; the most important are *Main Street* (Pl. B, C, 1-3) and *Portage Avenue* (Pl. A, B, 3), for shops, and *Broadway* (Pl. A-C, 3), for private residences. It is dotted freely with churches and public schools and has large areas of public parks.

Winnipeg is the most cosmopolitan city in the W., being the distributing point for emigrants from all the countries of Europe, who arrive here by hundreds daily. The Canadian Government has a fine office in the Canadian Pacific Railway Station for the inspection of emigrants, whom it provides with free lodgings for a week and assists in finding employment. The Winnipeg branch of the British and Foreign Bible Society (483 Main St.) circulates the Bible in about 50 languages and dialects, and ten Icelandic periodicals are published in Winnipeg and Selkirk (p. 282).

The climate of Winnipeg is considered very healthy on the whole. It is comparatively dry, having a mean annual precipitation of about

22 inches and claiming to enjoy 330 sunny days out of the 365 days of the year. In summer there is a mean temperature of 66° Fahr. in July (mean annual extreme 92° , absolute extreme 98°), whereas the winter is very cold with a mean temperature of -2° in Jan. and a mean annual extreme of -31° (absolute extreme -53°). Curling-matches, including the famous annual Bonspiel, attract many visitors in winter. — The excellent drinking water of the city is brought by gravity by means of an aqueduct, constructed at a cost of \$60,000,000, from *Shoal Lake* (p. 253), ca. 1000 M. to the N.

The first Europeans to visit Manitoba were the *Sieur de la Verendrye* and his sons, who from 1731 onwards, on their search of the Western Sea (comp. p. 284), explored the district surrounding Lake Winnipeg, and, among other settlements, established the *Fort Rouge* (1738) at or near the site of the present city of Winnipeg. Soon after came the conquest of Canada by the British and the troubles of the American Revolution, and the post was abandoned. The point between the Red River and the Assiniboine was long known to the early fur-traders as 'The Forks', but does not seem to have been permanently occupied till about 1803, when the North-West Co. established *Fort Gibraltar* (p. 28). The Hudson's Bay Co. began to establish posts in the Red River district in 1796. In 1811 came Lord Selkirk's (p. 88) attempt to colonize the Red River Valley (comp. p. 281) after he had secured a grant of 116,000 sq. M. of land from the H. B. Co.††. His Highland settlers reached the centre of the continent by way of Hudson Bay and the River Nelson, and established themselves near Fort Gibraltar. The N.W. Co. regarded this as an illicit intrusion, and a struggle ensued in which the property of the Selkirk settlers was totally destroyed (1815), but the settlement was again re-founded the same year by Governor Semple, leader of the H. B. Co.'s party. In 1816 the H. B. Co. attacked and destroyed Fort Gibraltar, and in 1847 another collision resulted in the death of Governor Semple. The two rival companies, however, amalgamated in 1820-1, whereupon the H. B. Co. moved its headquarters to the Forks, establishing *Fort Garry* on part of the site of Winnipeg (see p. 28). The village of Winnipeg sprang up about $\frac{1}{2}$ M. to the N., shortly before 1870. In 1836 the company bought out Lord Selkirk for 25,000*l.* In 1870, when the Province of Manitoba was created and its occupation by the Dominion Government was resisted by the *Red River Rebellion* under *Louis Riel* (pp. 281, 317), Fort Garry, including Winnipeg, contained only 240 inhabitants. It was at this time that Col. Welsley made his famous march to Fort Garry (comp. p. 260). In 1881, when its name had been changed to *Winnipeg* (comp. p. 276), the population was 785, and by 1891, owing to the opening of the C.P.R. and other causes, this figure had been almost quadrupled. — The assessed valuation of the city is now about \$260,000,000. There are over 470 factories, employing 4000 men, and the value of the manufactured articles in 1920 was \$1,023,000. The chief industries include flour and grist milling, slaughtering and meat packing, dairy produce, foundry and machine shop products, lumber products, bread and confectionery, and printing and publishing.

The Province of Manitoba, the easternmost of the three 'Prairie Provinces' (comp. pp. 287, 311), formerly an almost perfect square of only 73,956 sq. M. ('Postage Stamp Province'), was enlarged in 1912 at the expense of the Keewatin district of the N.W. Territories (see p. 286) to 251,832 sq. M., or about twice the area of the United Kingdom, its N.E. boundary being extended to Hudson Bay. It is hoped that the maritime transport of the products of the province will be greatly facilitated by

† The Verendryes pursued their adventurous explorations much farther to the W. and are generally recognized as the discoverers of the Rocky Mts. (1743).

†† Comp. 'Lord Selkirk's Colonists', by G. Bryce (London, 1910; 7*s.* 6*d.*).

the direct access to Hudson Bay (comp. p. 320). In 1911 the province contained 455,614 inhab., being an increase of about 79 per cent since 1901 (255,211). In 1916 the population was 553,860 (including nearly 12,000 Indians), and 669,614 in 1921. The name of the province, which until 1870 was known as *Red River Settlement*, was taken from Lake Manitoba (comp. p. 284). The S. settled portion of the province, with the great lakes of the Winnipeg group (comp. pp. 282, 284), belongs almost entirely to the great inland plain of the American Continent, and its surface is level and little wooded. The great source of its wealth lies in the rich and easily tilled soil (value of crops \$131,000,000 in 1920), which is seen at its best in the *Red River Valley*. Immense crops of fine wheat are grown here (comp. p. 281), and also large quantities of oats, barley, and potatoes. The alluvial soil of this valley consists of the sediment of a former great lake of Glacial time, to which the name of Lake Agassiz has been given. The climate of Manitoba is very cold in winter and hot in summer (range from -40° to 95° Fabr.), but is not unhealthy. The mean annual rainfall is about 20 inches. Besides agriculture there has been within the last few years a rapid development of manufacturing, the value of products being \$145,030,000 in 1918. The mineral resources of the province (\$3,900,000 in 1920), which are gradually being exploited, include considerable copper ore deposits. The fisheries yielded \$1,800,000 in 1918. The available water power of the province has been estimated at 3,218,000 horse-power. The imports in 1919-20 amounted to \$55,289,963, the exports to \$34,512,629. — Comp. 'The Prairie Provinces of Canada', by H. J. Boam & A. G. Brown (London, 1914), 'Northern Manitoba', by J. A. Campbell (1917), 'Evolution of the Prairie Provinces', by W. S. Herington (1911), and 'New Canada and the New Canadians', by Howard Angus Kennedy (London, 1907).

In MAIN STREET (132 ft. wide; Pl. B, C, 1-3), near the business centre of the city, stands the **City Hall** (Pl. B. 2), a large building with a central tower and corner-turrets. Inside are portraits of the mayors of Winnipeg. In front of the City Hall is a *Monument*, inscribed 'In memory of Fish Creek and Batoche' (see p. 317). Behind the City Hall is the *Market* (Pl. B. 2), a tasteful little building in an Italian style.

Following Main St. towards the S., we pass the tall *Confederation Life Building* (l.), the *Union Bank* (r.; Pl. B 2), the *Imperial Bank* (l.), the *Merchants' Bank of Canada* (l.), and other fine banking and office buildings. The *Farmer Building*, at the corner of Portage Ave., with its front of six great columns, makes an imposing appearance. In the rear of the twelve-story *Union Trust Building*, at the corner of Lombard St., is the building of the *Great West Life Assurance Co.*, one of the finest office blocks in the city. Behind it is the *Grain Exchange*, which harbours also the *Board of Trade*. Near by is the *Customs Examining Warehouse*. The *Custom House* is in Main St., at the corner of McDermott Ave. Farther along Main St., at the corner of Water St., is the *Winnipeg Industrial Bureau*, with an interesting permanent exhibition of local products (adm. free). Behind it lies the *Central Farmers' Market*.

A little farther on, at the corner of York Ave. are the **Hudson's Bay Co.'s Stores** (Pl. C, 3), the headquarters of this powerful historical corporation, not far from the site of Fort Garry (see p. 277). These stores form a huge bazaar, somewhat resembling one of the great Co-operative Stores of London, and repay a visit. [A new and larger building in Portage Ave. is in contemplation.]

The Hudson's Bay Co. was established in 1670 by a charter of Charles II., granting to Prince Rupert (comp. p. 356) and a few associates ('The Governor and Company of Adventurers of England trading into Hudson's Bay') the monopoly of the fur-trade over the vast tract of country — nearly as large as Europe — extending from Lake Superior to Hudson Bay and the Pacific. This monopoly, which practically included all the rights of government, was undisturbed for nearly 200 years. The company divided the whole territory into 4 departments, 33 districts, and 152 posts, employing at one time 3000 traders, agents, and voyageurs, besides many thousands of Indians. In bartering with the Indians the unit of account was the beaver skin, which was the equivalent of two martens or twenty musk-rats, while the pelt of a silver fox was five times as valuable as a beaver. The rule of the company was on the whole beneficial to the Indians, who were not allowed to buy spirits. In 1783 the *North-West Fur Co.* was formed at Montreal, and for a time it carried on a bitter rivalry with the H.B.Co. In 1821, however, the two companies coalesced, retaining the name of the older corporation. As population increased in the territory, the proprietary tenure of the company was felt to be an unendurable anomaly, and in 1869 its rights were transferred by act of parliament to the Crown, while its territories were incorporated with the Dominion of Canada in return for a compensation of \$30,000 L. The company still retains its posts and its trade and a right to a certain proportion of lands surveyed for settlement. Comp. *Sir William Schooling's* 'The Governor and Company of Adventurers of England trading into Hudson's Bay during two hundred and fifty years, 1670-1920' (London, 1920); the histories of the Hudson's Bay Co., by *Prof. George Bryce* (1900), *G. Beckles Willson* (1893), and *Miller Christy*; *J. Cowie's* 'Company of Adventurers' (Toronto, 1914); *Ch. B. Reed's* 'Masters of the Wilderness' (Chicago, 1914); *A. C. Law's* 'The Conquest of the Great Northwest' (2 vols.; New York, 1914); and *G. Myers*' book mentioned at p. Ixix.

Behind the Hudson's Bay Co.'s Stores is the large *Auditorium Rink*. Farther on, in Main Street (1.), is the new **Union Station** (Pl. C, 3; p. 275), a handsome building constructed of native stone at the cost of \$5,000,000 and surmounted by a dome 100 ft. in diameter. Immediately adjoining the station is *Fort Garry Gateway* (Pl. C, 3), the only remnant of the old fort, erected in 1850 (see p. 277). Farther on, to the left is the wholesale grocery, liquors, and furs department of the Hudson's Bay Co. In the meantime, however, we turn to the right and follow BROADWAY (Pl. A-C, 3), which leads (1.) past the *Manitoba Club* (Pl. C, 3) and the fine new *Fort Garry Hotel* (p. 275) to (1½ M.) the **Parliament Buildings** (Pl. B, 3), a large and handsome pile, with wings, mansard roofs, and a low central tower. Visitors are freely admitted to all parts of the buildings and to the galleries of the *Legislative Chamber* (Manitoba has one chamber only) when the Legislature is in session. New parliament buildings, adjoining the present ones, are under construction. — To the left (S.) of the Parliament Buildings stands the *Lieutenant-Governor's Residence* (Pl. B, 3), in a similar style of architecture; and behind lies *Fort Osborne* (Pl. B, 3), the military headquarters, with its drill-shed and barracks.

To the right (N.) of the Parliament Buildings are the *Land Titles Offices* (Pl. B, 3) and the *Court House* (Pl. B, 3), yet another edifice with the inevitable mansard roofs; and behind the Court House lies the *Provincial Gaol* (Pl. B, 3).

To the W. of the Gaol is the building, in plain grey stone, of the **University of Manitoba** (Pl. B, 3), erected in 1900 and forming the administrative centre of several affiliated colleges (see below and p. 251). The university, founded in 1877, is attended by about 1500 students in all. A new site, to the S. of the *Assiniboine Park* (283 acres; beyond Pl. A, 4), on the S. bank of the Assiniboine River, is to be occupied in the near future. — To the S. in Broadway, facing the end of Osborne St., is the *Church of All Saints* (Pl. B, 3).

Following Kennedy St. from the Court House towards the N., we reach ($\frac{1}{3}$ M.; 1.) *Manitoba College* (Pl. B, 3), a large Presbyterian institution, attended by about 30 students and forming one member of the University of Manitoba (see above). *Wesley College* (Pl. B, 3; 200 students), the Wesleyan member of the University, founded in 1877, lies a little to the S., at the corner of Portage Ave. and Balmoral St. From Manitoba College we may return towards the centre of the town through Ellice Ave., passing *Knor Church* (Pl. B, 3), the *Masonic Temple* (Pl. B, 3) the *Young Women's Christian Association*, and *Grace Church* (Pl. B, 3; Meth.).

In Portage Ave., which leads to the W. from Main St., is the **Post Office** (Pl. B, 3; see p. 276), in which are also the *Dominion Land Office* and the provincial *Public Works Department*. Farther on, at the corner of Donald St., is the *Eaton Department Store* (Pl. B, 3), the largest in Canada. In Vaughan St., a little to the N. of Portage Ave., is the *Young Men's Christian Association* (Pl. B, 3).

Among the other buildings of importance in Winnipeg proper are the extensive *General Hospital* (Pl. A, 2), in Bannatyne Ave.; *St. John's Episcopal College* (Pl. C, 1; founded in 1866), the *Manitoba Medical College* (Pl. A, 2; founded in 1883), the *Manitoba College of Pharmacy*, and the *Manitoba Law School* (1914), all affiliated to the University of Manitoba; the *Jon Bjarnason Academy* (1913); the *Manitoba School for the Deaf* (Pl. A, 3), in Portage Ave.; *St. Mary's Church* (Pl. B, 3), in St. Mary's Ave; *Trinity Church* (Pl. B, 3), Donald St., cor. of Graham Ave.; the *Children's Home* (Pl. C, 3), River Avenue; and the *Carnegie Library* (Pl. B, 2), in William Ave. The finest *Private Residences* are in the quarters adjoining the Assiniboine, especially in Roslyn Road (Pl. B, 4), to the S. of that stream. A little to the S. of the large *Civic Hospital* (Pl. D, 4) extends *River Park* (electric tramway), one of the chief parks of the city, for about $1\frac{1}{2}$ M. along the N. bank of the Red River. The *Industrial Exhibition Grounds* (Pl. A, 1) are in the N.W. part of the city.

In an enclosure in front of the *C.P.R. Station* (Pl. C, 2) is the 'Countess of Dufferin', an old wood-burning locomotive, which drew the first train into Winnipeg from Montreal, in 1881.

St. Boniface (Pl. C, D, 2-4), on the opposite side of the Red River, is a separate municipality with (1921) 12,816 inhab., a large number of whom are French. It was founded in 1818 and is now the Roman Catholic headquarters of N.W. Canada, containing a *Roman Catholic Cathedral* (Pl. D, 3), an *Archiepiscopal Palace* (Pl. D, 3), a *Convent*

(Pl. D, 3), and a *Hospital* (Pl. C, 3), all near the river. A small monument to *Louis Riel* (p. 277) has been placed in front of the Palace, and he is buried in the French Cemetery here. About $\frac{1}{3}$ M. from the river stands *St. Boniface College* (Pl. D, 5), the Roman Catholic member of Manitoba University, with about 200 students. The *Western Canada Flour Mills* here claim to be the largest in the British Empire. — On the S. side of the Assiniboine, $3\frac{1}{2}$ M. from the city, in the suburb of *Tuxedo Park*, lies the fine *Manitoba Agricultural College* (ca. 750 students), opened in 1906 and affiliated with the University of Manitoba (p. 280).

The Environs of Winnipeg offer little to detain the lover of picturesque scenery, but the sportsman will find good prairie-chicken shooting within a few miles of the town, and by going a little farther afield (e. g. to Lake Winnipeg or Lake Manitoba; see p. 282, 284) he may get a shot at larger game. Information as to equipment, guides, etc., may be obtained at the hotels. — *Steamers* ply on the *Red River* and *Assiniboine*. — A pleasant short excursion may be made to *Silver Heights*, the model farm of the late Lord Strathcona, situated on the N. bank of the Assiniboine, $4\frac{1}{2}$ M. from the city. *Crescent Lodge* and *Deer Lodge* (electric tramway) have a good reputation for their cuisine.

FROM WINNIPEG TO ST. PAUL by the *Canadian Pacific Railway and the Soo Line*, 464 M., in 15 $\frac{1}{4}$ hrs. (fare \$ 16.25, sleeper \$ 4.95). — This line ascends the E. bank of the *Red River*. 2 M. *St. Boniface* (see p. 280). At (6.5 M.) *Emerson* (see below) we enter the United States. 145 M. *Thief River Falls*; 237 M. *Detroit* (Minn.); 314 M. *Alexandria*; 331 M. *Glencood*. 453 M. *Minneapolis* and (464 M.) *St. Paul* (see *Baedeker's United States*).

FROM WINNIPEG TO ST. PAUL by the *Canadian National* (Can. North. Div.) & *Northern Pacific Railways*, 483 M., in 12 hrs. (fare \$ 16.80). This line runs to the S. along the W. bank of the *Red River*, the valley of which is one of the chief wheat-growing regions of the world, producing in a good year 30-40 million bushels. At (3 M.) *Portage Junction* the main line of the C.N.R. diverges to the right (R. 65a), and from (10 M.) *Morris* (see below) a branch-line runs to (62 M.) *Somers* (see p. 283). At (16 M.) *Emerson* (192 ft.; Russell, from \$ 3; see above), a market town with 746 inhab., we reach the frontier. 69 M. *Pembina*, in N. Dakota, is the first station in the United States (small articles of luggage examined). We here cross the *Pembina River*, pass on to the track of the Northern Pacific Railway, and continue to follow the *Red River Valley*. 115 M. *Grafton*. At (163 M.) *Grand Forks* (830 ft.; *Northern*, from \$ 2 $\frac{1}{2}$), a railway-centre with (1920) 13,950 inhab. and manufactures of carpet-sweepers, etc., we turn to the left (E.), cross the *Red River*, and enter *Minnesota*. 188 M. *Crookston* (*Crookston*, from \$ 2 $\frac{1}{2}$; see below), a city of (1920) 6650 inhab., with various industries, is the junction for a line to *Warroad* (p. 274). — At (208 M.) *Manitoba Junction* we reach the main line of the Northern Pacific Railway, which we follow to the S.E. to (473 M.) *Minneapolis* and (483 M.) *St. Paul* (see *Baedeker's United States*).

FROM WINNIPEG TO ST. PAUL by the *Great Northern Railway*. The G.N.R. has two lines between Winnipeg and Minneapolis and St. Paul (fare \$ 16.20). The short line (405 M. in 15 hrs.), starting from the Union Station, ascends the *Red River Valley* and runs over the C. P. R. tracks to (65 M.) *Emerson* (see above). 81 M. *Noyes*, Minnesota, is the first station in the United States. 123 M. *Warren*. At (169 M.) *Crookston* (see above) we touch the North. Pac. railway. At (240 M.) *Barnesville* we join the main line, which we follow to (271 M.) *Fergus Falls*, (383 M.) *St. Cloud*, (443 M.) *Minneapolis*, and (458 M.) *St. Paul* (see *Baedeker's United States*). — The other line (450 M. in 18-19 hrs.) also ascends the *Red River Valley*. The train starts from the C.P.R. Station and runs over the C.P.R. tracks as far as the frontier. At (43 M.) *Morris* (Commercial, \$ 2 $\frac{1}{2}$) we touch the C.N.R. line (see above). From (56 M.) *Rosenfeld* a branch-line runs to the W. to *Napinka* (p. 282). 69 M.

Gretna is the last Canadian station, and (70 M.) *Neche*, on the 49th parallel of N. lat., is the first in the United States (*North Dakota*; custom-house examination). We then cross the *Pembina*. At (110 M.) *Grafton* we intersect the C.N.R. line (see p. 231). From (151 M.) *Grand Forks* (p. 231) we follow the W. side of the Red River, traversing fine fields of wheat, and at (229 M.) *Fargo* (900 ft.) intersect the North. Pacific Railway. Hence to (420 M.) *Minneapolis* and (490 M.) *St. Paul*, see *Baedeker's United States*.

FROM ROSENFELD TO NAPINKA, 165 M., C.P.R. in 6¾ hrs. — 25 M. *Morden* (988 ft.), a market-town, with 1250 inhab. and a Dominion experimental station (1915; 280 acres). Beyond (38 M.) *Darlingford* (Empire, \$2) we cross the *Pembina Mts.*, where good grouse-shooting is to be had. 108 M. *Killarney*, with a Provincial demonstration farm. 157 M. *Whitewater* in the lake of that name, which affords splendid geese and duck shooting. 147 M. *Deloraine* (1644 ft.; Palace, \$2½), with big game hunting in the vicinity, is the junction of a line to (37 M.) *Lyleton*. — 165 M. *Napinka* (p. 285).

FROM WINNIPEG TO DULUTH, 379 M., railway in 14½-15 hrs. (fare \$17.86), C.N.R. to (207 M.) *Fort Frances*, see R. 19b; *Duluth, Winnipeg, & Pacific Railway* thence to (380 M.) *Duluth*, Minn., see *Baedeker's United States*.

FROM WINNIPEG TO SELKIRK, WINNIPEG BEACH, AND RIVERTON, 84 M., C.P.R. in 6½ hrs. (fare \$2.40). [There is also a good motor-road to *Winnipeg Beach*.] This line runs towards the N.E., on the W. bank of the *Red River*, the *St. Andrew Rapids* on which have been made navigable by the Dominion Government. — 8 M. *Middlechurch*, on the site of Lord Selkirk's unfortunate colony (p. 277). 13 M. *Parkview*. — 20 M. *Fort Garry*, a post of the H.B. Co., is a picturesque relic of older days. Pretty drive hence along the river to (4 M.) *Selkirk*, bordered by wych-elms and ferns. — From (23 M.) *Bradbury* a short line runs to (1 M.) *Selkirk* or *West Selkirk* (*Merchants Hotel*, \$2½; *Canadian Pacific*, \$2, well spoken of), a town with 3722 inhab., situated on the W. bank of the *Red River*, opposite *East Selkirk* (omn.; p. 272). It contains the Provincial Lunatic Asylum, a cold storage warehouse (ammonia process; capacity, 1,600,000 lbs. of fish), a government fish-hatchery, and important iron and steel rolling mills operated electrically. Steamers ply hence in summer to various points on *Lake Winnipeg*. *Winnipeg* is also connected with *Selkirk* by electric tramway (¾ hr.), which runs on to *Gimli* (see below). — The line now bends to the left and runs towards the N., passing (31 M.) *Clandeboye*, (39 M.) *Netley*, (46 M.) *Whytewold*, and (47 M.) *Ponemah*. — 49 M. *Winnipeg Beach* (*Empress*, from \$2½; *King Edward*, \$2½; *Alexandra*, \$2) is a summer-resort at the S. end of *Lake Winnipeg* (see below), with good bathing and boating. — 58 M. *Gimli* (Como, \$2½; pop. 900), a fishing resort; 70 M. *Arnes*. — 84 M. *Riverton*.

[*Lake Winnipeg* (710 ft. above the sea) is 260 M. long and varies in width from 5 M. to nearly 60 M. Its area is 9459 sq. M. being about 2000 sq. M. larger than the principality of Wales. Like its companions, *Winnipegosis* (p. 319) and *Manitoba* (p. 284), it is rather shallow, being nowhere more than 70 ft. deep. It receives the waters of the *Red River*, the *Winnipeg River*, and the *Saskatchewan*, and drains into *Hudson Bay* through the *Nelson River*. There are few settlements on its banks except some Icelandic colonies near its S. end and some scattered posts of the Hudson's Bay Co. Steamers ply upon the lake in summer (comp. above), but there is little to tempt the ordinary tourist to visit it, though the sportsman might find his account in a properly guided exploration of its banks. The *Lake Winnipeg* white-fish (comp. pp. lvi, 265) are said to be the best (annual catch 4,000,000 lbs.), while its marshes and those of the *Red River* abound with waterfowl.]

FROM WINNIPEG TO VICTORIA BEACH, 76 M., *Canadian National Railway* (Can. North. Div.) Mon., Wed., & Frid., in 5¼ hrs. — This line keeps to the E. of the *Red River*. 7 M. *Transcona* (comp. p. 276). 14 M. *Manlius*; 21 M. *Gonor*. 28 M. *East Selkirk* (see p. 272). — 56 M. *Balsam Bay* is the first station on *Lake Winnipeg* (see above) which the railway now skirts. — 61 M. *Grand Beach* and (76 M.) *Victoria Beach* are two much-frequented summer-resorts.

FROM WINNIPEG TO GYPSUMVILLE, 162 M., C.N.R. (Can. North. Div.) daily exc. Sun. to (135 M.) *Steep Rock Junction* in 5¼ hrs., thence on Mon., Wed., & Frid. to (27 M.) *Gypsumville* in 1 hr. (through-fare \$5.60). — This line runs to the N.W. between Lake Winnipeg and Lake Manitoba. — 26 M. *Grasse Isle*, the junction of a branch-line to (80 M.) *Hedgero*, with a large Indian reserve. 39 M. *Woodlands*; 49 M. *Lake Frances*, situated between *Lake Frances*, 5 M. to the W., and *Sheak Lake* (26 ft.; area 102 sq. M.), a narrow sheet of water 30 M. long 5 M. to the E. At (59 M.) *St. Laurent* (Lake View, \$2) we reach the shore of *Lake Manitoba* (see p. 284). 66 M. *Oak Point*, a favorite summer-resort, also lies on Lake Manitoba. Several unimportant stations are passed. — 125 M. *Steep Rock Junction*, whence a branch-line (on Tues., Thurs. & Sat.) runs W. to (12 M.) *Steep Rock*, on the E. shore of Lake Manitoba. — 162 M. *Gypsumville* is the headquarters of the Manitoba Gypsum Co. and also exports fish.

FROM WINNIPEG TO SOURIS, ARCOLA, AND REGINA, 366 M., *Canadian Pacific Railway* in 13¼ hrs. (tar. \$12.80, car-fare per-car \$2.25). This line, which runs to the S. of the main line from Winnipeg to Calgary (R. 61a), traverses a fertile farming district, passing many small stations. — Shortly beyond (45 M.) *Elm Creek*, the junction for (12 M.) *Carman* (p. 284), we intersect the G.N.R. from Portage-la-Prairie to Neche (see p. 284). — Before reaching (120 M.) *Frederickton Assiniboine* (p. 276) is crossed. 151 M. *Souris* (140 ft.; King Edward, \$3), a divisional point, is a thriving town of 1710 inhab., prettily situated on the *Souris or Mount Liver* (comp. p. 285), a tributary of the Assiniboine. It is the centre of a well-known wheat district and possesses a large flour mill, elevators, and a Provincial Demonstration Farm. Branch-lines run hence to *Brandon* (p. 285), on the N., and to *Estevan* and *Agassiz* (see p. 287), on the S.W. — 159 M. *Schwitzer* (p. 285); 181 M. *Rosam*, the junction of a branch-line running to the N.W. to (52 M.) *Warata* and (122 M.) *Waseley* (p. 286). Beyond (198 M.) *Stclair* we enter the *Province of Saskatchewan* (p. 287). Between (242 M.) *Carlyle* (p. 315) and (253 M.) *Arcola* (198 ft.; Arcola, \$3.2; Rail. Restaurant; pop. 1200) extend the grounds of the *Moose Mountain Buffalo Park* (28 sq. M., one of the National Parks of the Dominion (comp. p. 301) for the preservation of the buffalo (comp. pp. 307, 314). Central time now gives place to 'Mountain' time, 1 hr. slower (p. xii). From (278 M.) *Stoughton*, where our line bends sharply to the N.W., a branch-line runs W. to (37 M.) *Wayburn* (p. 288) via (18 M.) *Griffin* (p. 288). — 366 M. *Regina*, see p. 286.

FROM WINNIPEG TO ARBORE, 76 M., *Canal or Pacific Railway* in 3¼ hrs. (fare \$2.70). This line is the first section of a railway originally intended to run to *Port Nelson* (p. 320), on *Hudson Bay* (about 700 M.). — an ambitious project which has, apparently, been abandoned. The district traversed by this line is mainly settled by Icelanders and Norwegians. The shooting here is good (moose, elk, deer, prairie-chicken, waterfowl; comp. p. xvi). — The line runs towards the N.W. through a flat country, keeping in constant view of *Stony Mt.* which, however, rises only 50 ft. above the country. We reach the hill at (14 M.) *Stony Mt.* (777 ft.), a village with the Manitoba Penitentiary. 20 M. *Stonewall* (26 ft.), a little town of 1103 inhab.; 30 M. *Balmoral*; 38 M. *Fraserwood*; 69 M. *Rembrandt*. — 76 M. *Arbory* (Hotel, \$2½).

FROM WINNIPEG TO VIRDEN, 319 M., C.N.R. (Can. North. Div.) in 10 hrs. (fare \$6.25). — The following are the chief intermediate stations. 52 M. *Carman* (p. 284). 80 M. *Cardinal*, the junction of a short line to (3 M.) *Notre Dame de Lourdes*. 88 M. *Somerset* (Rail. Restaurant; pop. 450), for a branch to (62 M.) *Morris* (p. 281). At (111 M.) *Greenway* connection is made for (80 M.) *Deloraine* (p. 282). At (128 M.) *Belmont* (Rail. Restaurant) a branch-line diverges to the right to (44 M.) *Brandon* (p. 285). From (182 M.) *Hortney* (pop. 579; see p. 285) the train proceeds to (210 M.) *Scarth* (p. 315) and (219 M.) *Virden* (p. 286) on Mon., Wed., and Frid. only.

From Winnipeg to *Port Arthur* and *Fort William*, see R. 59; to *Calgary*, see R. 61; to *Edmonton*, see R. 64; to *Saskatoon* and *Prince Albert*, see R. 65.

61. From Winnipeg to Calgary.

a. By Canadian Pacific Railway.

832 M. RAILWAY in 29-30 $\frac{3}{4}$ hrs. (fare \$ 29; sleeper \$ 7.95, tourist-car \$ 4). This line forms part of the transcontinental route from Montreal to Vancouver (comp. RR. 55, 63, 66).

Winnipeg, see p. 275. The train runs to the W. over a flat and limitless prairie, the former bottom of 'Lake Agassiz' (comp. p. 278). Beyond (41 M.) *Poplar Point* the prairie is covered with vast crops of wheat, offering a singularly imposing sight in harvest. The line of trees visible to the left (S.) marks the course of the *Assiniboine River*.

56 M. **Portage-la-Prairie** (851 ft.; *Portage*. \$ 3 $\frac{1}{2}$; *Leland*, \$ 2 $\frac{1}{2}$; *Merchants*, R. from 75c.), on the *Assiniboine*, is an important railway centre and grain-market with 6748 inhab., flour-mills, large grain-elevators, and various manufactures. It occupies the site of *Fort La Reine*, erected by La Verendrye (see p. 277 and below) in 1738, when he ascended the *Assiniboine*. On the outskirts of the city lies the pretty *Crescent Lake*. Portage-la-Prairie is also a station on the main lines of the C. N. R. (see pp. 306, 315), and the terminus of a branch of the Great Northern Railway from *Grand Forks* (p. 281).

FROM PORTAGE-LA PRAIRIE TO NECHE, 78 M., *Great Northern Railway*. on Tues., Thurs. & Sat. in 4 $\frac{1}{2}$ hrs. — Between (20 M.) *Magnus* and (28 M.) *Bradburn* we cross the C. P. R. line from Winnipeg to Souris (p. 283). 36 M. *Carman* (872 ft.; see p. 283), a small market-town with 1585 inhabitants. At (46 M.) *Roland* the branch-line from Morris (p. 281) to Somerset (p. 298) is crossed, and at (61 M.) *Plum Coulee* the C. P. R. line from Rosenfeld to Napinka (see p. 282). 76 M. *West Gretna* is the last station in Canada. — 78 M. *Neshe*: thence to *Grand Forks* and *St. Paul*, see p. 282.

FROM PORTAGE-LA-PRAIRIE TO DELTA, 16 M., C. N. R. (Can. North. Div.) in ca. 1 hr. (fare 65c.). The line gives access to a famous big game hunting and fishing territory. It runs due N. via (7 M.) *Townline* to (10 M.) *Oakland*, where a line diverges on the left to (44 M.) *Amaranth*. — 16 M. *Delta* is situated at the S.E. end of *Lake Manitoba* (810 ft.), an irregularly shaped lake, 120 M. long (area: 1817 sq. M.). The name of the lake, which has been given also to the province (comp. p. 277), in the *Assiniboine* dialect signifies 'prairie waters', wherefrom La Verendrye (see above) derived his 'Lac des Prairies'.

From Portage-la-Prairie to *Edmonton*, see RR. 64a, c.

The line now traverses a rough district, with numerous so-called 'bluffs' or sand-hills overgrown by stunted vegetation, once the beaches of 'Lake Agassiz' (comp. p. 278) which bordered on the *Manitoba* escarpment beyond *Austin*. From (79 M.) *Mac Gregor* (956 ft.) a branch-line runs to (6 M.) *Varcoe* (p. 285). Beyond (85 M.) *Austin* (1015 ft.) we reach the 'Second Prairie Steppe' (see p. xli), another fine wheat-growing region, with an area of 105,000 sq. M. and an average altitude of 1600 ft. 106 M. *Carberry* (1257 ft.; see p. 315; *Western*, R. \$ 1), the chief grain-market for the district. Beyond (115 M.) *Camp Hughes* we descend towards the valley of the *Assiniboine*. 128 M. *Chater* is the junction of the *Miniota* branch of the C. P. R. (p. 285). To the S.W. rise the *Brandon Hills*. We now cross the *Assiniboine* and reach —

133 M. **Brandon** (1199 ft.; *Prince Edward*, owned and managed by the C.N.R., from \$4 $\frac{1}{2}$; *Empire*, R. from \$1; *Cecil*, from \$3; *Grand View*, R. from \$1; *Rail. Restaurant*, good), a divisional point and also on the C.N.R. (p. 315), is a substantial town of 15,359 inhab., pleasantly situated on high ground. It is one of the chief grain-markets of Manitoba, and its *Elevators* are here, as in most towns of Manitoba, a conspicuous feature. Among the most prominent buildings are *Brandon College*, a Baptist institution (325 students), affiliated with McMaster University p. 214, the *Normal School*, the *Emigration Hall*, and the *Provincial Asylum*. There is also an *Industrial School for Indians* and a *Dominion Experimental Farm* (1886; 625 acres). Brandon is the scene of two important annual exhibitions or fairs (comp. p. 288). Good waterfowl shooting is to be had in the vicinity, e. g. at *Oak Lake* (see below).

FROM BRANDON TO ESTEVAN. 164 M., *Canadian Pacific Railway* in 7 $\frac{1}{4}$ hrs. (fare \$5.80). — This line taps the fertile district of the *Souris River* (comp. p. 283), which also yields much coal. The country traversed is largely settled by Mennonites from Russia. As far as (3 M.) *Kemnay* (see below) we follow the main line from Winnipeg to Calgary. 24 M. *Souris* (see p. 283) is the junction of a line from Winnipeg to Regina. 30 M. *Schultz* (p. 283); 40 M. *Hartney* (p. 283). 50 M. *Lauder*, whence a line runs W. to (55 M.) *Alida*. From (59 M.) *Napinka* (1456 ft.) a branch-line runs to *Rosenfeld* (see p. 282). — Beyond *Napinka* the line runs nearly due W. 67 M. *Melita* (pop. 675). Beyond (81 M.) *Pierson* we leave Manitoba and enter *Saskatchewan* (p. 287). 98 M. *Carleton*; 123 M. *Orbur*; 138 M. *Prohisher* (p. 288); 168 M. *Bierfeld* (p. 315). — At (164 M.) *Estevan* (1800 ft.; International, from \$3), a divisional point and coal-mining town with 5000 inhab., connection is made for *St. Paul* and *Moose Jaw* (see p. 289). From *Estevan* another line runs W. to (54 M.) *Neptune*.

FROM BRANDON TO MINIOTA. 77 M., *Canadian Pacific Railway* in 4 $\frac{1}{4}$ hrs. (fare \$2.70). — This line diverges from the main line at (5 M.) *Chater* (p. 284). 16 M. *Perrest*, the junction of a line to (41 M.) *Lenore*. 24 M. *Varcoe* (see p. 284). From (33 M.) *Gautier* a branch runs N. to (18 M.) *Minnedosa* (p. 309) via (3 M.) *Rapid City* (p. p. 370; p. 318). 49 M. *Oak River*; 57 M. *Hamlet*; 71 M. *Arrow River*. — 77 M. *Miniota*, see p. 306.

FROM BRANDON TO SASKATOON. 398 M., *Canadian Pacific Railway* in 14 hrs. (fare \$13.55). — This line, which traverses a fine agricultural district, runs to the S. of the C.N.R. line from Winnipeg to Edmonton (R. 64a) and more or less parallel with it. From Brandon to (47 M.) *Virden*, see below. Our line here diverges to the right from the main line. 61 M. *Two Creeks*. Beyond (81 M.) *McAuley* we enter *Saskatchewan* (see p. 287). 100 M. *Rocanville*. Near (113 M.) *Tantallon* we cross the *Qu'Appelle River* (p. 287). 130 M. *Esterhazy*; 164 M. *Killaley*. At (173 M.) *Neudorf* we change from Central time to 'Mountain' time (1 hr. slower, p. xii). 198 M. *Balcarres* (p. 288). From (260 M.) *Bulyea* a branch-line runs to the S. to (44 M.) *Regina* (p. 286). 268 M. *Strasbourg* (pop. 841). The line now turns to the N. and crosses the main line of the C. N. R. at (298 M.) *Nokomis* (p. 306). 322 M. *Lanigan*, and thence to (398 M.) *Saskatoon*, see p. 309.

From Brandon to *Belmont* (*Winnipeg*), see p. 283; to *Moose Jaw* via *Maryfield* and *Radville*, see p. 315.

Beyond Brandon we continue to traverse a well-cultivated district. For about 300 M. we pass through glacial drift overlying cretaceous formations. The *Souris* branch (see above) diverges to the left at (141 M.) *Kemnay*. Beyond (165 M.) *Oak Lake* (comp. above) we leave the *Assiniboine* valley and ascend somewhat. At (180 M.)

Viriden (1444 ft., Balmoral, \$ 3), also a station on the C.N.R. (see p. 283), a market-town with 1357 inhab. and several elevators, the line to *Saskatoon* (see p. 285) diverges to the right. 197 M. *Elkhorn* has a Dominion Industrial School for Indians. Between (204 M.) *Kirkella* and (211 M.) *Fleming* we enter the province of *Saskatchewan*, see p. 287.

From (219 M.) *Moosomin* (Queen's, \$ 3¹/₂; pop. 1400), with a district station of the R.C.M.P. (see p. 192) and a Provincial gaol, stages run regularly to the N. E. to (ca. 30 M.) *Fort Ellice* and to the S. to the (50-60 M.) *Moose Mountain District*. 236 M. *Wapella* (1930 ft.; Commercial, \$ 3); 257 M. *Percival* (2046 ft.). — 264 M. *Broadview* (1960 ft.; Broadview Ho., \$ 2³/₄; Rail. Restaurant), a divisional station, with 1000 inhab., at the head of *Lake Ekapo*. A reservation of the *Cree Indians* extends to the N. from the railway to the Qu'Appelle River. Central time now gives place to 'Mountain' time, 1 hr. slower (p. xii). — 280 M. *Grenfell* and (295 M.) *Wolseley* (1950 ft.; pop. 1000) are important local markets. From *Wolseley* a branch-line runs to (122 M.) *Reston* (p. 283). — Beyond (304 M.) *Sintaluta* we enter the celebrated wheat-belt of which (315 M.) *Indian Head* (1924 ft.; *Imperial*, \$ 2¹/₂), an important market-town with 1500 inhab., is the centre. It possesses several elevators and a Dominion experimental farm and forest nursery (1886; 680 acres).

Near (324 M.) *Qu'Appelle* (2134 ft.; *Corona*, \$ 3; pop. 850), the trading centre for a large area, are several Indian reservations: a stage runs every weekday to (20 M.) *Fort Qu'Appelle* (see p. 288). Beyond *Qu'Appelle* we traverse a small wooded district. 333 M. *McLean* (2284 ft.) is the highest point on this part of the line.

357 M. *Regina*. — KITCHENER, KING's, \$ 5; WASCANA, from \$ 4; CLAYTON, GRAND, \$ 3; ALEXANDRA, \$ 2¹/₂.

UNITED STATES CONSUL, *Mr. J. H. Johnson*; also French Consular Agent.

Regina (1885 ft.), the capital of the province of *Saskatchewan* (see p. 287), is a prosperous city of 40,000 inhab. (2249 in 1901), with a large distributing trade for the country to the N. and S. It is also a station on the C. N. R. (p. 316). The streets of the city, which was incorporated in 1903, are well paved and large areas have been reserved for parks. There are several banks and numerous mills, elevators, and manufactories. The fine *Provincial Government Buildings*, an extensive block of buildings (160 acres), erected at a cost of \$ 1,500,000, lie on the S. bank of the *Wascana Lake*, a large natural depression which has been flooded. *St. Chad's College* is a theological school, and there is also a *Normal School*. The *Museum* contains an interesting collection of birds.

Down to 1905 *Regina* was the capital of the so-called *North-West Territories of Canada*, embracing the whole of the vast territory bounded by the United States (49th parallel of N. lat.) on the S., British Columbia and Alaska on the W., the Arctic Regions on the N., Hudson Bay and Manitoba on the E., and Ontario on the S.E. (see Map at the end of the Handbook). Their total area was about 2,500,000 sq. M., or larger than all Europe outside of Russia. The five 'Provisional Districts' of *Assiniboia*, *Saskatchewan*, *Alberta*, *Athabasca*, and *Keewatin* were formed out of the S.

and E. portions of the region in 1876 and 1882, and in 1895 the unorganized and unnamed part to the N. was formed into the districts of *Ungava*, *Franklin*, and *Mackenzie*, out of which last the separate territory of *Yukon* (see p. 386) was created in 1898. Franklin, named after the arctic explorer Sir John Franklin (1786-1847), contains the Arctic islands, with the peninsulas of Boothia (the most N. part of the North American continent) and Melville. In 1905 the two new provinces of *Saskatchewan* (see below) and *Alberta* (see p. 311) were formed out of the four provisional districts named first above; while in 1912 an Order in Council added from the Keewatin district to Ontario p. 216 146,400 sq. M. and to Manitoba (p. 217) 178,100 sq. M., the N.E. boundary of the latter being extended to Hudson Bay, and the whole of the *Ungava* district (354,961 sq. M.) to the province of Quebec (see p. 157). The N.W. Territories as constituted in 1920 have been divided into the Provisional Districts *MacKenzie*, *Keewatin*, and *Franklin*, with their S. boundary running along 60° N. lat. The area of 1,242,244 sq. M., is about one-third of the entire area of the Dominion. The population in 1911, prior to the above-mentioned territorial changes, amounted to 18,481 inhabitants. The Indian population numbered 3761 in 1917. The natural resources of this territory are as yet practically undeveloped though recently boring for oil has been undertaken (comp. p. 311). The value of the annual exports of furs from the Mackenzie River basin is about \$ 2,000,000. For the administration of the North-West Territories, see p. xxxi. — Comp. *M. J. Cheabone's* book mentioned at p. lxi.

The province of *Saskatchewan*, named after the Saskatchewan River, comprises the E. half of the old district of Athabaska and the greater part of the former districts of Assiniboine and Saskatchewan (comp. p. 286). In shape it is nearly a rectangle of 351,700 sq. M. (a little less than Manitoba), being 390 M. wide between (E.) Manitoba and (W.) Alberta and 760 M. long extending from the International boundary (49° N. lat.) to the North-West Territories (60° N. lat.). About 8318 sq. M. are assigned to the water area, which includes several large lakes in the N. half of the province. In 1905 when the province was created it contained 155,000 inhab., as compared to 617,835 in 1916 and 843,450 in 1921. In 1917 the Indians numbered 10,646. Saskatchewan is an agricultural, chiefly grain-producing province (value of field-crops in 1920: \$ 271,000,000). The open rolling prairie country of S. Saskatchewan as far N. as Saskatoon occupies the W. part of the second and the E. part of the third prairie steppe (comp. p. 289) and lends itself excellently to farming. It includes the fertile valleys of the *Qu'Appelle* (see pp. 306, 288), an affluent of the Assiniboine River, and of the South Saskatchewan River. Most of the ordinary cereals, mainly wheat (113,135,000 bushels in 1920), are grown here but ranching is also carried on to some extent, as, for instance, in the S.W. corner and in some of the ranges of low hills that occasionally traverse the prairie. Mixed and dairy farming are general in the park-like central portion of the province which is interspersed with woodland and numerous lakes and drained by the North Saskatchewan River. The N. section of the province, to the N. of Prince Albert, contains valuable forests of spruce, larch or tamarack, jack-pine, poplar, and birch. The annual value of the lumber cut is about \$ 2,000,000. The mineral production, chiefly lignite coal (at Estevan, p. 285), amounted to \$ 1,700,000 in 1920. The far trade annually yields about \$ 1,750,000. Manufacturing has increased greatly in recent years, the value of products being \$ 50,097,000 in 1915. The exports of the province in 1919-20 totalled \$ 30,852,848, the imports \$ 16,613,467. The available water-power of the province is estimated to be 576,900 horse-power but is utilized only to a small extent. — Comp. 'The Province of Saskatchewan, its Development and Opportunities' by *F. H. Kitto* (Ottawa, Dept. of the Interior, 1919); 'History of Saskatchewan and the Old North West', by *Norman F. Black* (Toronto, 1913); 'La Saskatchewan', by *Louis Gilbert* (Paris, 1914); 'The Red Indians of the Plains', by *J. Hines* (London, 1915; 6 s.); 'Wild Life in Canada', by *Capt. Angus Buchanan* (London, 1920; 15 s.), being the record of a hunting excursion in the N. part of the province; and the books on the Prairie Provinces mentioned at p. 278.

FROM REGINA TO SASKATOON by the *Canadian Pacific Railway*. The C.P.R. has two lines from Regina to Saskatoon. One (181 M. in $7\frac{1}{2}$ hrs.; fare \$ 6.35) runs viâ *Bulyea* and *Lanigan* (see p. 285). The other (172 M. in $7\frac{1}{4}\frac{3}{4}$ hrs.; fare \$ 6) diverges at (26 M.) *Valeport* and keeps to the W. of *Last Mountain Lake* (1597 ft.; area 98 sq. M.), a favourite summer-resort. 28 M. *Lumsden Beach* and (32 M.) *Regina Beach* are stations near the lake. 64 M. *Penzance*. At (117 M.) *Young* (p. 306) we intersect the main line of the C.N.R. from Winnipeg to Edmonton (R. 64a). At (134 M.) *Colonsay* we join the C.P.R. line from Winnipeg to Edmonton (R. 64c), and follow it thence to (172 M.) *Saskatoon* (p. 309).

From Regina to Saskatoon and Prince Albert by the C.N.R., see pp. 316, 317; to Winnipeg viâ *Arcola* and *Souris*, by the C.P.R., see p. 283.

FROM REGINA TO MELVILLE AND CANORA, 155 M., *Canadian National Railways* (G.T.P. Div.) on Mon., Wed., & Frid. in 8 hrs. (fare \$ 12.50). — This line runs to the N.E. through a fertile farming district. From Regina we ascend steadily to (19 M.) *Franklake* (2213 ft.) and descend thence rapidly to (51 M.) *Fort Qu'Appelle* (1587 ft.; *Fort*, \$ $2\frac{1}{2}$), an old Hudson's Bay Co.'s post on the *Qu'Appelle River*. Good fishing is obtained in the *Fishing Lakes* into which the river expands here, and the shooting of the district is also good. Stage to *Qu'Appelle*, see p. 286. At (65 M.) *Balcarres* (1953 ft.) we intersect the C.P.R. line from Brandon to Saskatoon (p. 285). 98 M. *Melville*, see p. 306. 125 M. *Yorkton* (p. 309). — 155 M. *Canora*, see p. 318.

FROM REGINA TO NORTHGATE, 155 M., *Canadian National Railways* (G.T.P. Div.) on Mon., Wed., & Frid. in 9 hrs. (fare \$ 5.40). — This line runs towards the S.E. Most of the intermediate stations are unimportant. 67 M. *Talmage*, junction for a branch-line to (11 M.) *Weyburn* (see below). At (80 M.) *Griffin* we intersect the C.P.R. line from Stoughton to Weyburn (see p. 283) and at (135 M.) *Frobisher* (1833 ft.) that from Brandon to Estevan (p. 285). — At (155 M.) *Northgate*, on the United States boundary, connection is made with the Great Northern Railway for *Fargo*, North Dakota, and *Minneapolis* and *St. Paul* (see *Buedeker's United States*).

FROM REGINA TO MOOSE JAW, 43 M., C.N.R. (Can North. Div.) in $1\frac{1}{4}$ hr. (fare \$ 1.45). — This line runs to the N. of the C.P.R. (see below), the intermediate stations being of little importance. — 43 M. *Moose Jaw*, see below.

On leaving Regina we see, ca. 1 M. beyond Regina station, to the right the extensive *Exposition Grounds*, the *Lieutenant-Governor's House*, and, a little farther on, on the same side, the former *Headquarters of the Royal North-West Mounted Police* (comp. p. 192). — Large wheat-fields and occasional cattle ranches are passed. 391 M. *Pasqua* (1872 ft.; see below).

398 M. **Moose Jaw** (1767 ft.; *Royal George*, from \$ $3\frac{1}{2}$; *City*, *Brunswick*, R. from \$ $1\frac{1}{2}$; *Empress*, \$ $3\frac{1}{2}$; *Cecil*, R. from \$ 1; *Rail. Restaurant*), a divisional point and also on the C.N.R. (see above and p. 315), is a substantially built city, with 19,175 inhab., mills, elevators, and large stock-yards. Its Indian name is said to mean 'the creek where the white man mended the cart with a moose-jawbone'. Lignite and clay are found in the vicinity, and flax is extensively cultivated. Adjoining the railway-station are attractive gardens maintained by the C.P.R. The *Saskatchewan Presbyterian College* was opened here in 1913.

FROM MOOSE JAW TO NORTH PORTAL, 167 M., C.P.R. in 6 hrs. (fare \$ 5.90). — This line actually diverges from the C.P.R. trunk-line at (7 M.) *Pasqua* (see above) and runs to the S.E. through a rolling prairie country, peopled to a large extent by recent immigrants from the United States. 32 M. *Rouleau*; 54 M. *Milestone*; 74 M. *Yellow Grass*. 91 M. *Weyburn* (1847 ft.; *Royal*, from \$ 3; *Waverley*, *Soo*, R. from \$ 1; golf-links), on the *Souris River*, a prosperous

city and grain market of about 4500 inhab., with elevators, flour-mills, and a Provincial Hospital for the Insane. Branch-lines of the C. P. R. run hence W. to (112 M.) *Assiniboia* (see below) and E. to (37 M.) *Stoughton* (p. 283), and a C. N. R. line runs N. to *Talmage* (p. 288). — 144 M. *Estevan* (p. 285). At (169 M.) *North Portal*, on the frontier, it connects with the So. Pacific line to *Minneapolis* and *St. Paul* (see *Basketer's United States*: 24 hrs.).

FROM MOOSE JAW TO GOVENLOCK, 264 M., C.P.R. from Moose Jaw to (186 M.) *Sourthern* in 9½ hrs., thence to (78 M.) *Govenlock* in 9½ hrs. (through-fare \$9.20). — This line at first runs towards the S. 37 M. *Expanse*, near the E. end of *Lake Johnston* (2189 ft.; 131 sq. M.), which is connected with *Lake Chaplin* (comp. below). At 43 M. *Missbank* (p. 315), we intersect the C. N. R. 67 M. *Assiniboia* (p. p. 1400; see above: El Prado, R. from \$1½), on the *Lake of the Rivers*, with good fishing. From this point our line assumes a general W. direction. 186 M. *Shawarma*. — 244 M. *Govenlock*, the present terminus, whence the line is to be extended to *Munyberries* (p. 291).

FROM MOOSE JAW TO MACELIN, 268 M., *Canadian Pacific Railway* in 11 hrs. (fare \$9.30). — This line traverses the great wheat district of south-western Saskatchewan, as yet, however, thinly settled. At (119 M.) *Outlook* (*Outlook*, § 3), with 1000 inhab., we cross the *South Saskatchewan River* by a fine bridge (2985 ft. long; ca. 140 ft. above the river level), consisting of 8 truss spans, each 240 ft. long and supported by concrete piers, and 19 plate girder spans resting on steel towers. 157 M. *Compost* (p. 316). At (163 M.) *Rosetown* (see p. 291), we cross the line from *Saskatoon* to *Calgary*. From (222 M.) *Kerrobert* (Windsor, § 3½; 1000 inhab.) a branch-line runs to the W. to *Leaside* (see p. 291), and another to the N. to (45 M.) *Wilkie* (p. 310). — 268 M. *Macelin*, where connection is made for *Edmonton* and *Winnipeg*, see p. 310.

A line of the C. N. R. (G. T. P. Div.) runs to the N.W. to (72 M.) *Riverhurst*.

From Moose Jaw to *Maryfield* (Brandon), see p. 315.

Along the S. W. horizon extends the *Missouri Coteau* (see below). The line ascends steadily and at (433 M.) *Parkley* (2062 ft.) reaches the third of the *Great Prairie Steppes* into which this part of Canada is divided (p. xli). This steppe extends hence to the base of the Rocky Mts. and has an average altitude of 3000 ft. It is, as a whole, more suitable for grazing and stock-rearing than for arable farming. Occasional alkali lakes are seen. — At (443 M.) *Secretan* (2276 ft.) the drift-hills of the *Missouri Coteau* are well displayed.

The *Missouri Coteau* and its continuation in Minnesota, the 'Coteau des Prairies', form the E. slope of the third prairie steppe. In Dakota and the N.W. Territories the course of the *Missouri Coteau* coincides with the so-called 'Continental Moraine', one of the most remarkable results of glacial action in the Dominion. This may be described as a mass of debris and travelled rocks, 800 M. long, 30-40 M. wide, and 1000-2000 ft. above the sea. Dr. G. M. Dawson, who was the first to recognize the glacial character of the *Missouri Coteau*, thinks that, while it may represent a Continental moraine, it is more probably due to a deposit of material from floating ice along the sloping front of the third prairie steppe. — The strips of ploughed land skirting the railway on each side are 'fire-guards' to protect it from prairie-fires.

452 M. *Chaplin* lies on *Lake Chaplin* (2189 ft.; 66 sq. M.) which like *Lake Johnston* (see above), situated to the S.E., has no outlet and is somewhat alkaline. Numerous other smaller lakes are passed. The district we are now traversing was the home *par excellence* of the buffalo, and marks of their trails and wallows may still be seen. Antelopes, coyotes, and prairie-dogs are sometimes visible from the car-windows. Trees are being grown to replace the unsightly 'snow-

breaks'. — 472 M. *Morse* lies on a salt lake, and (489 M.) *Rush Lake* lies on a lake of its own name frequented by swarms of geese, ducks, and other water-fowl. Here, too, to the right, is one of the large farms of the *Canadian Agricultural Co.*

509 M. **Swift Current** (2423 ft.; *Empress*, *Healy*, \$ 4; *Alexandra*, R. from \$ 1; *Rail. Restaurant*), a prosperous town with 3492 inhab. is a divisional point and the trading centre of a large wheat district. To the left is a *Dominion Meteorological Station*.

Branch-lines run from Swift Current on the W. to (236 M.) *Bassano* (p. 291) viâ (44 M.) *Cabri*, (94 M.) *Leader*, and (118 M.) *Empress*; and, on the S.E., to (44 M.) *Vanguard*.

Beyond this point the *Cypress Hills*, celebrated by the Canadian novelist, Sir Gilbert Parker, form a plateau of Cretaceous rocks capped by Miocene gravels. Rising to the S. (left) of the line, they are not very prominent in the view, though, towards their W. extremity, they reach a height of nearly 4800 ft. The district between the railway and the hills is well-watered and excellently adapted for grazing, and good farms are occasionally seen. 544 M. *Gull Lake* (Lake View, \$ 2½), with 1200 inhabitants. At (552 M.) *Carmichael* (2637 ft.) we reach the highest point on this section of the railway and then begin to descend. — 572 M. *Crane Lake*, with a large stock-farm, of which 1200 acres are irrigated; 593 M. *Maple Creek* (2495 ft.; pop. 1500), with large cattle-yards and a station of the Royal Canadian Mounted Police (see p. 192). — At (624 M.) *Walsh* we enter the province of *Alberta* (comp. p. 311).

649 M. *Dunmore* (2398 ft.), with a large 'mixed' farm of the Can. Land Co. and a natural gas well, is the junction of the C.P.R. line to Lethbridge and the Kootenay Region (see R. 62). — From Dunmore the train descends into the valley of the *South Saskatchewan*.

656 M. **Medicine Hat** (2171 ft.; *Corona*, *Assiniboia*, R. \$ 1; *Cosmopolitan*, from \$ 3½; *Rail. Restaurant*), a divisional point and a station of the R.C.M.P. (see p. 192), is a thriving city of 9575 inhab., prettily situated on the *South Saskatchewan* which is hence navigable for small steamers all the way to (800 M.) *Lake Winnipeg* (p. 282). It is an important flour-milling centre and brick manufacturing is also largely carried on. A *Dominion Lands Office*, a *Provincial Experimental Farm*, and a *Technical School* are located here. Coal is mined in the vicinity, and there are also important wells of natural gas which is extensively utilized for industrial and domestic purposes.

On leaving Medicine Hat the train crosses the *South Saskatchewan* by a fine new double-track steel bridge, 1010 ft. long, and then ascends again from the local depression of the river-valley to the prairie-plateau. At (662 M.) *Redcliff* (2428 ft.; pop. 1097) are large cattle-farms stocked with Galloway herds; natural gas is used here for the burning of brick and other clay products. Between this point and Calgary some of the C.P.R. irrigation-canals, mentioned at p. 293, may be seen on both sides of the line. Between (671 M.) *Bowell*

(2575 ft.) and (682 M.) *Suffield* (2452 ft.) there is a descent, but beyond the latter point we rise steadily. From *Suffield* a branch-line runs W. to (84 M.) *Lomond* viâ (57 M.) *Retlaw*. At (691 M.) *Alderson* wells of natural gas have been sunk, and the gas is used in pumping water for the railway. The higher summits of the Rocky Mts., 150 M. distant, are said to be visible in clear weather. The endless green prairie is mainly used for cattle-ranches, though a few farms are also passed. At (754 M.) *Bassano* (2584 ft.; Hunter, \$ 3½), where the branch-line from *Swift Current* (see p. 290) terminates, another line diverges to the right for (72 M.) *Irricana* (see below and p. 294).

About 3 M. to the S. of *Bassano* is the *Bassano Dam*, an enormous structure, built by the C.P.R. to dam up the waters of the *Bow River* to a height of 45 ft. above the ordinary level for the irrigation purposes mentioned at p. 293. The concrete-faced earthen portion of the dam is 7000 ft. long, with a maximum height and width of 45 ft. and 350 ft. respectively. From one end of the spillway, which consists of reinforced concrete (72 ft. long) and has 24 gates worked by electric power, leads the main canal of discharge, 90 ft. wide.

From *Bassano* to *Calgary* the *Laramie sandstone* is seen overlying the cretaceous rocks. The trees outlining the *Bow River* are visible to the S. (left), and at (762 M.) *Crowfoot* (2698 ft.), named after a famous Blackfoot chief, we reach its bank. This part of the railway is bordered on the S., for about 40 M., by the large *Reserve of the Blackfoot Indians*, formerly one of the most warlike tribes but now engaged in farming and partly in the working of the adjacent coal-seams. Beyond (781 M.) *Gleichen* (2952 ft.), the junction of a branch-line to (42 M.) *Shepard* (see below), the snowy peaks of the Rocky Mts. come into full view towards the W. and S.W. At (802 M.) *Strathmore* (King Edward, R. \$ 1½; pop. 531) is a well-equipped irrigation experimental farm of the C.P.R. 816 M. *Langdon* (3291 ft.), the junction of a branch-line to (40 M.) *Acme* viâ (25 M.) *Irricana* (see above and p. 294) and (32 M.) *Beiseker* (p. 294). — 825 M. *Shepard* (see above). As we approach *Calgary* the *Bow River* is seen to the left.

832 M. *Calgary* (Rail. Restaurant), see p. 292.

b. By Canadian National Railways (Canadian Northern Division) viâ Saskatoon.

904 M. RAILWAY in 40½ hrs. (fare \$ 30.05; sleeper \$ 8.00; dining-car).

From *Winnipeg* to (504 M.) *Saskatoon* viâ *Warman*, see R. 65b, or (516 M.) viâ *Regina*, see R. 65a. (R. 64a provides no through-connection to *Calgary*.) — Beyond *Saskatoon* the railway runs towards the S.W. through a thinly settled country known as the *Goose Lake District*. From (530 M.) *Delisle* the branch to *Alaska* (see below) diverges to the S. (comp. p. 316). 545 M. *Tessier*, the station for *Goose Lake*. 565 M. *Zealandia*. — 576 M. *Rosetown* (p. 289), a thriving town (pop. 800) in a flax and grain-growing district.

631 M. *Kindersley* (Seymour, \$ 3; *Kindersley*, \$ 2½), a divisional point and thriving little town with 1000 inhab., lies in a flax-growing district. 638 M. *Fairmount*; 653 M. *Flaxcombe*. At (674 M.) *Alaska*

(Royal, \$ 3 $\frac{1}{2}$; pop. 600), so named from its location on the boundary between *Alberta* (p. 311) and *Saskatchewan* (p. 287), our route is joined by the branch-line from Saskatoon mentioned at p. 316. 681 M. *Sibbald*; 697 M. *Oyen*; 719 M. *Chinook*; 749 M. *Stanmore*. — From (767 M.) *Hanna* (National, \$ 2 $\frac{1}{2}$; pop. 1365), on the *Red Deer River*, which the train crosses, a branch-line runs S.E. to (52 M.) *Cessford* (prolongation to *Medicine Hat* under construction). — 781 M. *Craigmyle*; 807 M. *Munson Junction*. At (803 M.) *Munson* our line is joined by that from Edmonton (see p. 294). 819 M. *Drumheller*, with 2504 inhab. and important mines of lignite (sub-bituminous) coal. — 843 M. *Rosebud*; 861 M. *Baintree*; 886 M. *Norfolk*.

904 M. *Calgary*.

Calgary.

Hotels. *PALLISER*, belonging to the C.P.R., 298 R. from \$ 2; *EMPERESS ALEXANDRA*, ST. REGIS, R. from \$ 1 $\frac{1}{2}$; *KING EDWARD*, *NOBLE*, R. from \$ 1; *BRAEMAR LODGE*, \$ 3, *ARLINGTON*, \$ 2 $\frac{1}{2}$. — *Railway Restaurant*.

Motor Cars and Taxicabs. For $\frac{1}{4}$ hr., 1-4 pers. \$ 1, 4-5 pers. \$ 1, 6 or more persons \$ 1.25; for $\frac{1}{2}$ hr., \$ 1.50, \$ 2, \$ 2.50; for $\frac{3}{4}$ hr., 1-3 pers. \$ 2.25, 4-5 pers. \$ 3, 6 or more pers. \$ 3.75; per hour, 1-3 pers. \$ 3, 4 pers. \$ 4, 5 or more pers. \$ 5. Trunks 25 c. each; hand luggage free if carried inside. — **Horse Cabs.** For 1-4 pers.: with one horse, for $\frac{1}{4}$ hr. 50 c., for $\frac{1}{2}$ hr. 75 c., for $\frac{3}{4}$ hr. \$ 1, per hour \$ 1.25; with two horses, 75 c., \$ 1, \$ 1.25, \$ 1.50. One half more from midnight to 5 a.m. Luggage as above.

Electric Tramways traverse the chief streets of the city. 'Observation Cars' make several round trips daily (1 hr.; fare 25 c.) passing all the points of interest.

Post Office, Canada Life Building (open from 8 a.m. to 11 p.m.).

United States Consul, *Mr. S. C. Rent*. — There are also French, Belgian, Dutch, Swedish, Norwegian, and Danish consular representatives.

Calgary (3425 ft.), prettily situated among the foot-hills of the Rocky Mts., on the S. bank of the *Bow River*, at its confluence with the *Elbow*, is a rapidly growing prairie city, the largest of the Province, with 63,417 inhab. (56,514 in 1916). The population contains a large proportion of a good class of English settlers, and the city offers a more refined life than most Western cities of so recent origin (1884). *Calgary* is the trading centre of an immense stock-raising region (comp. p. 293), the chief supply-station for the mining districts in the mountains, and the milling centre for a district producing large quantities of a fine quality of winter wheat, known as 'Alberta Red'. Several packing houses have lately been established, and there are also brick and cement works and lumber-mills. *Calgary* is also an important station of the R.C.M.P. (see p. 192) and of the Hudson's Bay Co. and a divisional point on the C.N.R. (p. 294) and the C.P.R., containing the large workshops of the latter (5000 men). Natural gas and petroleum are found in the vicinity but the main supply of gas is piped to the city from the Bow Island field (comp. p. 295). Electric power is developed in the Bow River. — For the climate of *Calgary*, comp. p. 293. There is a well-known *Bonspiel* in winter.

The town, which is provided with paved streets and all modern conveniences, is largely built of a fine light-grey sandstone found in

the neighbourhood, which gives it a handsome and substantial appearance. Among the chief buildings are the *Roman Catholic* and *Episcopal Cathedrals*, the *Methodist Church*, the *Knox Presbyterian Church*, the *Court House and Land Titles Office*, the *City Hall*, and the *Grain Exchange*. There are numerous *Banks*, a large *Hudson's Bay Co. Store*, and several other noteworthy office-blocks. The *C.P.R. Terminal Buildings*, including a fine station, the *Palliser Hotel* (p. 292, good view from roof), and the *Head Office of the Department of Natural Resources*, are among the finest in Canada. Calgary possesses an *Institute of Technology and Art* (1916; 600 students) and a *Provincial Normal School*, besides many other educational establishments. Of the public parks (ca. 580 acres) *Central Park* (tramway; band concerts in summer), prettily laid out with flower-beds, contains the *Public Library* (ca. 25,600 vols.), while *Victoria Park*, the largest of them, includes the *Exhibition Buildings*. — To the S.W. of the town is the large *Reserve of the Sarcee Indians*.

No visitors to Calgary should fail to see something of the extensive *Irrigation Works* constructed by the Can. Pac. Railway. These consist of a system of main and secondary canals (comp. p. 294) which will ultimately irrigate about 3,000,000 acres of land, on both sides of the railway between Calgary and Medicine Hat (p. 290). The water for these canals is taken from the Bow river at Calgary; and the main intake canal is 17 M. long, 60 ft. wide at the bottom, and 120 ft. wide at the water-line. This irrigation is already making the district affected, now mainly used for stock-raising, of considerable value for agricultural purposes. — One of the hills (400-500 ft.) round the town should be ascended for the sake of the "View of the Rocky Mts."

The possibility of successfully raising horses, cattle, and sheep on the elevated plateau of which Calgary is the centre is largely due to the fact that the winter temperature is considerably higher than that of Manitoba and other points to the E., having an average of 12° Fabr. in Jan. (mean annual extreme -40°, absolute annual extreme -58°). This is mainly owing to the influence of the warm *Chinook Wind* (resembling the *Alpine Föhn*), which blows down from the mountains. In July the mean temperature is 60° (mean annual extreme 91°, absolute annual extreme 95°). The mean annual precipitation is about 15 inches. "The bunch grass" of the prairie cures itself as it stands and forms excellent forage in winter.

"The prevailing winds (on the Pacific Coast) are from the West and in striking the coast range they are deflected upwards; the expansion of the air resulting from the decrease of atmospheric pressure causes a diminution of temperature. As soon as the point of saturation or dew-point is reached, the moisture is precipitated in the form of rain. After passing over the coast range, the air comes down into the slightly lower region around Kamloops, and, being heated by the compression consequent upon increased atmospheric pressure, it is much above dew-point, so that it is always dry. Pursuing its course eastward, it soon strikes the western slope of the Selkirks, the highest range of the Rocky Mountains; the air is again forced upwards; and on coming to the altitude of the summit of the coast range, dew-point is reached and rain precipitated. It continues to fall as long as the air ascends, that is until it has passed over the summit. This explains why there is more rain on the western than on the eastern sides of the Coast and Selkirk ranges. Still proceeding eastwards the wind passes the summit of the Rocky Mountains, the air descends into the plains of the North-West Territories and is heated by the compression due to greater atmospheric pressure, but having previously absorbed the latent heat given up by the moisture which fell as rain on the Coast range and the Selkirks, it is now at a much higher temperature than it was when at the same altitude on the western side of the mountains; it is

also much above dew-point. This is the explanation of the dry climate of the western plains and of the paradoxical Chinook winds, which appear as if warmed by passing over numberless fields of snow and ice' (*E. Deville*).

FROM CALGARY TO EDMONTON by the *Canadian Pacific Railway*, 194 M., in 7-7/4 hrs. (fare \$ 6.85, parlor-car \$ 1.10). — This line runs nearly due N. from Calgary into the valley of the *North Saskatchewan*. A view of the peaks of the Rocky Mountains Park (p. 301) is obtained to the left as we leave Calgary. 20 M. *Airdrie*; 48 M. *Didsbury*; 58 M. *Olds* (3402 ft.), with 900 inhab. and a provincial school of agriculture; 69 M. *Bowden* (3232 ft.), on a small lake. — Farther on we descend the valley of the *Red Deer River* (left), crossing it near (95 M.) *Red Deer* (2805 ft.; *Arlington*, R. from \$1 1/2), a divisional point and prosperous town of 2523 inhab., situated in the heart of one of the famous dairying districts in Canada. *Red Deer* is the junction of a branch-line running to the W. to (62 M.) *Lochearn* (*Rocky Mountain Ho.*: see below) via (20 M.) *Sylvan Lake* (hot-l; comp. below) a summer-resort with good fishing. — 113 M. *Lacombe* (27-3 ft.; *Adelphi*, \$ 3 1/2), with 1133 inhab. and a Dominion experimental station (1907: 850 acres). About 8 M. to the W. lies *Gull Lake*, a summer-resort. A branch-line runs from *Lacombe* to the E. to (223 M.) *Kerrobert* (p. 2-9) via (27 M.) *Alir* (see below), (50 M.) *Stettler* (see below), (105 M.) *Coronation* (pop. 1200), and (148 M.) *Mondak*. — Beyond (130 M.) *Ponoka* (*Royal*, \$ 3), to the W. of which is the *Reserve of the Sharp-Head Indians*, we cross *Battle River* and traverse the reserve of the *Sampson*, *Ermine Skin*, and *Bob-Tail Indians*. To the left rise the *Bear Hills*. 152 M. *Wetaskiwin*, and thence to (194 M.) *Edmonton*, see p. 310.

FROM CALGARY TO EDMONTON by the *Canadian National Railways*. There are two lines (fare \$ 6.75; interchangeable tickets). (a) *G.T.P. Div.* via *Alir* and *Camrose*, 242 M., in 10 1/2 hrs. (with buffet-parlor car). The line runs to the N.E. as far as (33 M.) *Irreicana* (see p. 291) beyond which it proceeds almost due N. After crossing the *Rosebud River*, a tributary of the *Red Deer River* (see above) we reach (38 M.) *Beiseker* (p. 291). 45 M. *Bircham*. Several small stations are passed and some affluents of the *Red Deer River* are crossed. 80 M. *Trochu* (pop. 400), a French-Canadian village. At (124 M.) *Alir* we cross the C.P.R. (see above) and the C.N.R. (see below). Beyond (130 M.) *Mirror* the line passes near the W. shore of *Buffalo Lake* (2536 ft.; area 55 sq. M.), affording good pike-fishing, while on the left the small *Spotted Lake* is passed. Beyond (166 M.) *Inukamel* we cross the *Battle River*. 176 M. *Camrose* (see below). 201 M. *Tofield*, and thence to (242 M.) *Edmonton*, see pp. 307, 308.

(b) *Canadian Northern Division* via *Camrose* and *Big Valley*, 269 M., in 12 1/4 hrs. (with café-parlor observation car). From Calgary to (97 M.) *Murson*, see p. 292. 105 M. *Morrin*; 118 M. *Rumsey*; 133 M. *Big Valley*. — From (149 M.) *Warden* a branch-line runs to the W. to (174 M.) *Brazeau*, the centre of an important coal-field (comp. p. 317), passing (22 M.) *Alir* (see above), (41 M.) *Joffre*, (75 M.) *Sylvan Lakes* (comp. above), and (116 M.) *Lochearn* town with 1416 inhab.; a branch-line to *Hann* is projected. 174 M. *Donald*; 193 M. *Edberg* (*Rail. Restaurant*). At (211 M.) *Camrose* (see p. 310), an important railway-junction, we turn to the N.W. 228 M. *Hay Lake*; 242 M. *Looma*. The train finally passes through (259 M.) *South Edmonton* (see p. 312) and reaches (269 M.) *Edmonton* (see p. 310).

FROM CALGARY TO MACLEOD, 109 M., *Canadian Pacific Railway* in 4 1/4 hrs. (fare \$ 3.80). [A line of the *Canadian National Railways* is under construction.] — This line runs to the S., into the ranching-district mentioned at pp. 290, 291. We cross numerous small rivers. 33 M. *Aldersyde* (p. 295). 40 M. *High River* (3394 ft.; *Oxford*, \$ 2), a flourishing little market-town with 1195 inhab., on the *Highwood River*. 25 M. to the W. lies *Bedingsfield Run*, a ranch acquired by the Prince of Wales in 1920. Farther on, to the right, rise the *Porcupine Hills*, backed by the *Livingstone Range* (p. 297). Near (49 M.) *Cayley* we skirt a narrow lake, which is frequented in October by myriads of wild ducks. 82 M. *Clareholm* (pop. 949), with a provincial demonstration farm and agricultural school. — 109 M. *Macleod*, see p. 296.

FROM CALGARY TO LETHBRIDGE AND COUTTS. 192 M., *Canadian Pacific Railway* to *Lethbridge* (with sleeper and cafe-parlor car) in 4³/₄ hrs. (fare \$4.40), thence to *Coutts* in 3 hrs. (through fare \$6.70). — This line diverges at (33 M.) *Albion* to the left from the line to *Macleod* (see p. 24). Near (91 M.) *Carleton Place*, the *Little Bow River* is crossed. 118 M. *Kipp* (p. 286). — 126 M. *Lethbridge*, and thence to (192 M.) *Coutts*, see below.

FROM CALGARY TO PANTE AND THE COLUMBIA VALLEY BY ROAD, ca. 100 M. Motorists are strongly advised to make this pleasant excursion mentioned at pp. 298, 305 for the sake of the imposing mountain-scenery it affords. The return to Calgary may be made via *Elko* and *Macleod* (comp. p. 330), about 560 M. in all.

From Calgary to *Banff*, see R. 63.

62. From Dunmore to Lethbridge and Kootenay Landing.

392 M. *CANADIAN PACIFIC RAILWAY* in 17¹/₂ hrs. (fare \$15.10; to *Lethbridge* \$3.80; through fare to *Nelson* \$17.35, to *Rossland* \$19.65; sleeper and cafe-parlor car). This line runs nearly due W., the C.P.R. main line bending to the N.W. at *Dunmore*.

Dunmore, see p. 290. At (17 M.) *Seven Persons* (2482 ft.) we cross the stream of that name. 52 M. *Winnifred* (2715 ft.); 41 M. *Bow Island* (2608 ft.), where abundant quantities of natural gas are found which is piped to *Lethbridge*, *Macleod*, and as far as (180 M.) *Calgary*. At (48 M.) *Burdett* we are within 5 M. of the *South Saskatchewan*, which flows to the N. of the railway. A little farther up this stream is joined by the *Belly River*, the valley of which our line ascends. 65 M. *Purple Springs*. Near (77 M.) *Taber* (2663 ft.), a prosperous coal-mining town of 1668 inhab., with some wells of natural gas, we approach to within 2 M. of the *Belly River*. 82 M. *Barnwell*. Farther on several irrigation ditches are crossed.

108 M. *Lethbridge* (2982 ft.; *Lethbridge, Dallas, R.* from \$11¹/₂; *Alexandra, R.* from \$11¹/₄; U. S. Cons. Agent), a divisional point and thriving city with (1921) 11,055 inhab., pleasantly situated on the *Belly River*, is the centre of an important coal-region (bituminous), supplying a large part of the consumption of coal in W. Canada. Large crops of various kinds are grown in the district by the aid of irrigation, the water for which is taken from the *St. Mary's River* (p. 296) and the *Milk River* (p. 296). A *Dominion Experimental Station* (1906; 400 acres) is situated here. The *Galt Hospital* is a well-equipped institution, and there are many other substantial buildings including the *Technical School*, several banks, and various manufacturing establishments. *Lethbridge* is the headquarters of the *Royal Canadian Mounted Police* (p. 192) for *Alberta*. The city is supplied with natural gas from *Bow Island* (comp. above). — A little to the S. of *Lethbridge* lies the large *Reserve of the Blood Indians*, a branch of the *Blackfeet*.

FROM LETHBRIDGE TO COUTTS (SWEET GRASS). (6 M., *Canadian Pacific Railway* in 3 hrs. (fare \$2.35). This line runs to the S.E. — 11 M. *Wilson*. From (19 M.) *Stirling* (2045 ft.) branch-lines run W. to *Cardston* (see p. 296) and E. to (85 M.) *Manberries* (comp. p. 284) via (49 M.) *Permost*. 36 M. *McNab*, the

station for (3 M.) *Tyrrell's Lake*. Beyond (42 M.) *Warner* we pass *Verdigris Lake* (1.), and at (54 M.) *Milk River* we cross the stream of that name. — At (66 M.) the stations of *Coutts* (Alberta) and *Sweet Grass* (Montana) we reach the U. S. frontier and connect with the Great Northern Railway which runs on via (89 M.) *Shelby* to (139 M.) *Great Falls* (205 M. from Lethbridge; comp. *Baedeker's United States*).

FROM STIRLING TO CARDSTON. 47 M., *Canadian Pacific Railway* in 2½ hrs. (fare \$2.40). This line diverges to the right from that described above and runs to the S.W., following the course of the *St. Mary's River* (see p. 295). — 7 M. *Raymond*, a market-town of 1384 inhab. with a large beet-sug'r refinery, a Government agricultural school, and a Mormon church. 18 M. *Magrath* (p. p. 1068); 30 M. *Spring Coulee* (578 ft.); 3½ M. *Kaley*. — 47 M. *Cardston* (Cahoon, R. from \$ 1), on the *St. Mary's River*, a thriving Mormon settlement, with 1593 inhab. and a large temple, is the headquarters of this sect in S. Alberta. Large quantities of sugar-beet (comp. above) are produced in this district. *Waterton Lakes Park* (see below) may be conveniently visited from Cardston.

Beyond Lethbridge our railway traverses the wide and deep *St. Mary's Valley* crossing the *Belly River* and *Oldman River* (see below), on immense steel viaducts, the former 5327 ft. long and 314 ft. above the river, and the latter 1900 ft. long and 140 ft. above the river bed. The viaducts, constructed at a cost of over \$2,000,000, are among the most notable engineering achievements in Canada, and replace a series of twenty wooden bridges. From (117 M.) *Kipp* (3053 ft.), an old Indian trading post, where a line to *Calgary* diverges to the right (see p. 295) the Rocky Mts. are sometimes visible to the left.

140 M. *Macleod* (3122 ft.; *Queen's*, R. from \$ 1½; *Empire*, *American*, \$ 3), situated on the *Oldman River*, which like its tributaries abounds in trout, is a divisional point of 1707 inhab. and the centre of a prosperous farming district. The headquarters of the R.C.M.P. (p. 192) for S. Alberta are located here. The town is provided with natural gas from Bow Island (comp. p. 295).

From Macleod may be visited by road *Waterton Lakes Park* (*Hotel*, with sporting grounds), a most attractive national park (23 sq. M.; comp. p. 201), lying ca. 80 M. to the S.W. in the Rocky Mts., in the S.W. corner of Alberta, bordering on the U. S. *Glacier National Park* (established in 1910; 1 00 sq. M.) and British Columbia. The park, which contains the *Waterton Lakes* (4186 ft.; motor-launch and boats on hire), a beautiful chain of expansions of the *Waterton River*, a tributary of the *Belly River* (see above), possesses a charming and varied mountain scenery. *Black Bear Mt.*, one of the chief peaks, affords a magnificent view. The *South Kootenay* or *Boundary Pass* (7100 ft.), situated within the park, is the highest pass across the Canadian Rockies. There is good fishing to be had. — Comp. the map of the park, issued by the Surveyor General (1:100,000; Ottawa, 1918).

From Macleod to *Calgary*, see p. 294; road to *Golden*, see p. 330.

Beyond Macleod we ascend along the *Oldman River* skirting the S. base of the *Porcupine Hills* and traverse an Indian reserve. Fine views of the Rocky Mts. to the left. 161 M. *Brocket* (3505 ft.). Before reaching (170 M.) *Pincher* (3764 ft.) we cross the *Pincher Creek* by a bridge 800 ft. long. To the right is an *Indian Industrial School*. This is a good sporting and fishing region. — 177 M. *Cowley* (3831 ft.), on the S. branch of the *Oldman River*; 188 M. *Burmis* (3995 ft.), with the pretty little falls of the *Middle Fork* and some coal-mines.

Beyond (193 M.) *Hillcrest* the railway enters the enormous land-slide of *Turtle Mt.* (4400 ft.), which wrecked some of the mines and houses of Frank and caused a great loss of life. Beyond (195 M.) *Frank* (4205 ft.), another coal-mining town (pop. 700), with sulphur springs (*Sanitarium Hotel*), the railway passes through the *Gap*, a narrow defile between (S.) *Turtle Mt.* (see above) and (N.) *Bluff Mt.* 197 M. *Blairmore*, a town of 1550 inhab., with coal-mines and manufactures of cement, lime, and bricks. 200 M. *Coleman* (4305 ft.), a coal-mining and coke-making town, with 1582 inhabitants.

We now penetrate the *Livinstone Range* of the *Rocky Mts.* by the **Crowsnest Pass* (comp. p. 330), with its fine scenery. We soon obtain a view of the isolated mass of *Crowsnest Mt.* (9125 ft.; first ascended by a party under Mr. McTavish, in 1905) rising to the N.W. and conspicuous for many miles around. The coal mined in the district between *Burnis* and *Fernie* occurs in numerous and thick seams. Some of it makes excellent coke, which is of inestimable value to the smelters of the Kootenay District (p. 345). The train passes *Crowsnest Lake* (4390 ft.) and then skirts *Island Lake* (4409 ft.). Beyond (204 M.) *Sentinel* we enter *British Columbia* (see p. 364). At (210 M.) *Crowsnest* (Summit, \$ 2¹/₂), with some hunting and fishing, where we change from the 'Mountain' time to the 'Pacific' Standard time (1 hr. behind; comp. p. xiii), we reach the highest point of the line (4449 ft.). The steep descent on the W. side of the divide into the valley of *Michel Creek* is avoided by the railway by means of an amazingly contorted part of the line, known as the *Loop*, where 3 M. of track are used to advance a distance of less than 200 ft. The line then crosses the S. fork of *Michel Creek* at (216 M.) *McGillivray* (4165 ft.), the junction of a railway to (16 M.) *Corbin*, a coal-mining town, and turns to the N.W. At (222 M.) *Michel* (3853 ft.) and (224 M.) *Natal* (3775 ft.), also on a line of the Great Northern Railway, with a joint population of 2200 inhab., coal-mining and coke-burning are carried on besides lumbering. — About 4 M. farther on the railway enters the broad valley of the foaming *Elk River* (see p. 298) which it now follows to the S.

238 M. *Hosmer* (3447 ft.), also on the G.N.R., a coal-mining town of 2000 inhabitants. A tract of 5000 acres, to the N.E. of the town, has been set apart by the Dominion Government as a coal land reserve (comp. below). — 245 M. *Fernie* (3302 ft.; *Fernie, Northern*, from \$ 3¹/₄; *U.S. Consul*), also a station on the G.N.R., with 5000 inhab., lies in the centre of one of the largest coal areas in N. America, being about 35 M. long with a maximum width of 11 M. (ca. 230 sq.M.). About 5 M. to the E. of the town, in the valley of *Coal Creek*, are several important mines, producing annually about 1,500,000 tons and supplying some 500 coke ovens at *Fernie*. — From (254 M.) *Morrissey* (3132 ft.) extends another Dominion reserve of coal land (45,000 acres; see above) towards the N.E. — Near (264 M.) *Elko* (3082 ft.; p. 330), with large lumber-mills, we cross

and leave the *Elk River*, which continues its course towards the S. soon entering a beautiful cañon on its way to the (15 M.) *Kootenay River*, while the railway bends to the W. Fine scenery. 268 M. *Caitness* (2847 ft.), the junction of a line to (10 M.) *Waldo*. — 276 M. *Jaffray* (2697 ft.), a lumbering-town. From (281 M.) *Colvalli* a branch-line runs to *Fort Steele* and *Golden* (see p. 329). Before reaching (287 M.) *Wardner* (2434 ft.) the train crosses the Kootenay by a fine truss-bridge with a swing-span of 170 ft.

The line here leaves the Rocky Mts. and begins its course across the S. part of the *Purcell Range* (see p. 328). Following the W. bank of the Kootenay we reach (299 M.) *Rampart* (2686 ft.), some distance beyond which station the railway bends abruptly to the left (S.W.). 309 M. *Cranbrook* (2964 ft.; Cranbrook, R. from 11½; Cosmopolitan, R. from \$1; Canadian, R. from 75c.) is a thriving little lumbering-town (pop. 3500). A branch-line runs hence to (19 M.) *Kimberley* (3657 ft.; mines), and there is an excellent motor-road (stage) to *Golden* (see p. 330). — 323 M. *Jerome*. 328 M. *Moyie* (Central, \$2), a hunting and fishing resort on the pretty little *Moyie Lakes* (3040 ft.); to the E. of Moyie a silver-lead mine is profitably worked. We thread a tunnel 450 ft. long. At (349 M.) *Yahk* (2717 ft.) a branch-line diverges to (11 M.) *Kingsgate*, where connection is made with the Spokane International Railway for *Spokane* (see *Baedeker's United States*). Beyond Yahk the line again turns to the W. 364 M. *McConnel* (2435 ft.), with large iron deposits. We cross the deep cañon of the *Goat River* (view). Near (376 M.) *Creston* (1942 ft.), where we again reach the *Kootenay Valley* (comp. p. 344), the railway assumes a N.W. direction. 388 M. *Sirdar* (1800 ft.; Canadian Pacific, \$2½), a divisional point, on *Duck Lake*, which is frequented by large flocks of geese and ducks.

At Sirdar a branch-line of the Great Northern Railway from *Benner's Ferry*, Idaho (see *Baedeker's United States*), which we have followed from Creston, diverges to the N. to (3 M.) *Kuskenook*, on the E. bank of Kootenay Lake, nearly opposite Kootenay Landing.

Beyond Sirdar we cross the delta of the Kootenay to —

392 M. *Kootenay Landing* (1768 ft.), situated, within beautiful mountain scenery, at the S. end of *Kootenay Lake* (p. 346) which is here joined by the *Kootenay River* (p. 344). From this point to (67 M.) *Nelson* by steamer, see R. 67d.

63. From Calgary to Banff.

28 M. CANADIAN PACIFIC RAILWAY in ca. 3½ hrs. (fare \$3.35). Dining-cars and observation-cars are attached to the trains. — From *Winnipeg* to (914 M.) *Banff* (comp. R. 61) in 34-35½ hrs. (fare \$32.35; sleeper \$9.65, tourist-car \$4.80); from *Montreal* to (2326 M.) *Banff* (comp. R.R. 55, 61) in ca. 85 hrs. (fare \$79.60; sleeper \$23.40, tourist-car \$11.75).

From Calgary to Banff by MOTOR CAR, 90 M. in 5-5½ hrs. in either direction. Cars of the *Motor Livery Co.* at Calgary carry passengers at \$15 each (minimum of 4 passengers). The road is good and the trip may be recommended. This road will form part of the projected motor-road from Calgary to *Vancouver*, a distance of about 600 M.

Calgary, see p. 292. The train ascends rapidly among the green foot-hills and river 'benches' at the base of the Rocky Mts., following the winding course of the Bow and crossing it at (9 M.) *Robertson* (3551 ft.). Large horse, cattle, and sheep ranches are passed. Beyond (23 M.) *Cochrane* (3748 ft.) are some coal-pits. Fine view of the snow-capped Rockies, rising above the foot-hills (left). 42 M. *Morley* (4067 ft.), whence a pretty path leads to *Lake Minnewanka* (see p. 304). We traverse the *Stoney Indian Reservation*. — Near (54 M.) *Kananaskis* (4218 ft.), with its saw-mills, we cross the river of that name, just above its confluence with the Bow. About $\frac{1}{2}$ M. above the junction the Bow forms the beautiful **Kananaskis Falls*, 40 ft. high (not visible from the train).

Beyond Kananaskis the mountains close in on either hand and form an apparently impenetrable barrier. Beyond (57 M.) *Ershaw* (4247 ft.), a village with large cement-works, we pass the small *Lac des Arcs* (l.) and enter the **Bow River Gap* (4230 ft.), enclosed by the *Fairholme Mts.*, culminating in *Grotto Mt.* (8840 ft.; trail to top; **View*), on the right, and *Pigeon Mt.* (7845 ft.), on the left. This fine gateway to the Rocky Mts. leaves barely room for the river and railway to pass side by side. At its E. end is (62 M.) *Gap Station* (4236 ft.). A magnificent **View* (l.) is obtained of *Wind Mt.* (10,100 ft.) and the triple peaks of the *Three Sisters* (9705 ft.).

'A remarkable contrast between the ranges ahead is noticeable. On the right are fantastically broken and castellated heights; on the left, massive snow-laden promontories, rising thousands of feet, penetrated by enormous alcoves in which haze and shadow of gorgeous coloring lie engulphed. The jaggedness of profile observed from the plains is now explained. These mountains are tremendous uplifts of stratified rocks, of the Devonian and Carboniferous ages, which have been broken out of the crust of the earth and slowly heaved aloft. Some sections miles and miles in breadth, and thousands of feet thick, have been pushed straight up, so that their strata remain almost as level as before; others are tilted more or less on edge (always on this slope towards the east) and lie in a steeply slanting position; still other sections are bent and crumpled under prodigious side-pressure, while all have been broken down and worn away until now they are only colossal fragments of the original upheavals. This disturbed stratification is plainly marked upon the faces of the cliffs, by the ledges that hold the snow after it has disappeared elsewhere, or by long lines of trees, which there alone can maintain a foothold; and this peculiarity is one of the most striking and admirable features of the scenery.' — *Annotated Time Table of Can. Pac. Ry.*

On emerging from the Gap, the train turns to the right (N.). As we near (67 M.) *Canmore* (4283 ft.; Canmore, \$ 2½), we have a splendid profile view (l.) of the Three Sisters (see above). On a hill behind the station stands a group of white conglomerate rocks, weather-worn into fantastic shapes. Good fishing is obtained near Canmore, and Cretaceous coal is now being raised in its vicinity to a large extent. — To the left flows the beautifully tinted Bow and beyond the Three Sisters rises the long many-peaked *Mt. Rundle* (p. 304). To the right rises *Mt. Peechee* (9615 ft.; p. 304), whilst ahead of us, apparently blocking our passage, towers *Cascade Mt.* (p. 304). About 5 M. beyond Canmore we enter the *Rocky Mountains Park* (p. 301).

We cross the Bow twice, but near (80 M.) *Bankhead* (4569 ft.; comp. p. 304) we diverge to the right along its tributary the *Cascade*, which we also cross twice. The line now turns to the left, quits the *Cascade*, and returns to the Bow. Near Banff station we pass a corral containing a small herd of buffaloes. The enclosure also includes deer, moose, elk, and yak, while smaller native animals such as mountain sheep and goats are also preserved here.

82 M. *Banff*.

Banff.

Hotels. *BANFF SPRINGS HOTEL (C. P. R.), finely situated on a bluff above the confluence of the Bow and the Spray, $1\frac{1}{2}$ M. to the S. of the railway-station (omnibus, 25c.; luggage 25c. extra), with hot sulphur-baths, open-air swimming-baths, tennis-court, golf-course (p. 302), and bowling-alley, open May 15th-Sept. 30th. R. from \$2. In the height of the season (July & Aug.) it is advisable to secure rooms in advance. — SANITARIUM HOTEL, near the middle spring (see p. 301), $\frac{1}{2}$ M. from the railway-station, from \$5; BREWSTER'S MOUNT ROYAL, from \$4; KING EDWARD, near the railway-station, from \$4; HOMESTEAD, \$3 $\frac{1}{2}$; ALBERTA, unpretending, R. from \$2; HOT SPRINGS HOTEL, from \$3.

Carriages may be hired at the following tariff:

	1 pers.	2 pers.	3 pers.	Single drive to Cave and Basin 15 c. each pers., return (3 or more pers.: 1 hr.) 75 c. each; to Upper Hot Springs \$1 (in the reverse direction 50 c.), return (as above; 2 hrs.) \$1.25 each.
First hour	\$ 2	\$ 2.25	\$ 3.75	
second hr.	\$ 1.50		\$ 2.50	
each addit. hr.	\$ 1	\$ 1.50	\$ 1.25	
per day (9 hrs.)		\$ 9	\$ 15	

Return-drives (4 hrs.) as follows: to Tunnel Mt. and Cave and Basin, or to Loop, Cave and Basin, and Sundance Cañon, or to Mt. Edith Pass and Sawback, or to Lake Minnewanka, for 2 or 3 pers. \$ 6.75, 4 or 5 pers. \$ 8.75; to the last-named resort all day (9 hrs.), \$ 9 or \$ 15.

Coaches (8 or more pers.), return—are to Tunnel Mt. and Cave and Basin (4 hrs.) \$ 2 each pers.; to Lake Minnewanka (6 hrs.) \$ 2 (from Banff Springs Hotel \$ 2 $\frac{1}{2}$).

Saddle Horses, \$1 for first hr., 50c. for each addit. hr., \$3 per day (9 hrs.); to Observatory on Sulphur Mt. \$3.

Guides. The C.P.R. Co. has stationed some experienced Swiss guides in the National Park, the regular charge for whose services is 50 c. per hr., \$4 per day (9 hr.). — Outfits for extended mountain-trips may be procured from *J. Brewster* and *Sid. Unwin*.

Clubs. The *Alpine Club of Canada* (founded in 1906; see p. 301), whose club-house (53 ft.) is situated on the N.E. slope of Sulphur Mt. (comp. Map) readily gives information of every kind to tourists and advises mountain climbers in planning out their tours. — There are also a *Winter Sports Club* and a *Curling Club*.

Banff (4521 ft.), a town with about 1400 inhab., splendidly situated in the valley of the Bow, among the giants of the Rocky Mts., is the station for the *Rocky Mts. Park of Canada* and one of the most charming summer-resorts on the American continent, with a pure and bracing air and a mean temperature of 58° Fahr. in July (12° in Jan.; mean annual extremes + 87° and - 32°). The traveller is strongly advised to halt here for at least a day or two. Banff is a more favourable centre than Lake Louise, Field, or Glacier House for the visitor who is a not too ambitious mountaineer.



The town lies a little to the S. of the railway-station. Immediately to the N. rises *Stoney S. uaw Mt.* (6160 ft.), to the right of which frowns the massive *Cascade Mt.* (9825 ft.; p. 304). To the E. are *Mt. Inglismaldie* (p. 304) and *Mt. Peechee* (p. 304). The low isolated elevation in the S. E. foreground is *Tunnel Mt.* (p. 302), to the S. of which tower the peaks of *Mt. Rundle* (p. 304). To the right of the last, on the other side of the *Spray*, are the *Sulphur Mts.* (7485-8030 ft.), beyond which protrudes the N. end of the *Bourgeau Mts.* (7850-9510 ft.); while to the W. we look up the Bow Valley to *Pilot Mt.* (p. 321) and other summits of the main range of the Rocky Mts. Numerous summer-cottages have been built in the pine-woods. There is a station of the R.C.M.P. (p. 192).

The **Rocky Mountains Park of Canada**, popularly known as *Banff Park*, was set apart by the Dominion Government in 1887 as a national reservation and pleasure-ground, covering then about 200 sq. M. Enlarged to about 5000 sq. M. in 1902, it was reduced to about 3000 sq. M. in 1911, being at present the second-largest of the Dominion National Parks.† The Park, divided by the Bow River in approximately two equal parts, is bounded on the W. by the watershed of the main range and rivals the Yosemite Valley in grandeur and variety of scenery within limited space. It includes half-a-dozen subsidiary ranges of the Rocky Mts., attaining a height of 8000-10,000 ft., the beautiful Minnewanka Lake, and a series of hot-sulphur springs. The Park is under the charge of a Superintendent appointed by Government (office in the town); and the Park Regulations (in regard to game, etc.), to which strict obedience is enforced, may be seen at any of the hotels.

† Numerous excellent roads and paths, the number of which is being steadily added to, afford facilities for driving, cycling, riding, and walking, while the fisherman will find excellent opportunities for his craft in the lakes and streams (comp. p. 191). Shooting is not allowed within the Park limits (guns being sealed on their owners' entering the Park); but Banff forms a good centre for the pursuit of the big game in the neighbouring mountains, including bear, elk, caribou, deer, wild goats (*Haploceros montanus*), and bighorn sheep (guides on application to the Superintendent; see above). Boating (on lake steam launches and canoes) may be enjoyed on the Bow River, above the bridge, and on Lake Minnewanka. Camping permits (\$1 per tent) may be obtained from the Superintendent (see above). — The season lasts from May to September but a visit in winter also affords peculiar charms. The winter carnival and the ski-jumping competition attract many visitors (comp. p. 300).

Mountain-climbers who wish to make ascents in the Rocky Mts. from Banff, Lake Louise, Field, and other points would do well to apply to the office of the *Alpine Club of Canada* (see p. 300). Much valuable information may also be obtained from the 'Canadian Alpine Journal' published by this organization, from 'Appalachia', the organ of the *Appalachian Mountain Club*, of Boston, and from 'The Northern Cordilleran', the journal of the *British Columbia Mountaineering Club* (p. 318). — The following Books, all of which are well illustrated, may also be consulted with advantage: 'In the Heart of the Canadian Rockies', by *Sir James Outram* (new and cheaper impression; London, 1907: 10s. 6d.); 'The Rockies of Canada', by *Walter D. Wilcox* (3rd ed.; New York & London, 1903); and the guide-book by

† Among the other more important National Parks are *Jasper Park* (p. 317), *Wainwright Buffalo Park* (p. 307), *Elk Island Park* (p. 309), *Waterton Lakes Park* (p. 296), all four situated in Alberta; *Yoho Park* (p. 326), *Glacier Park* (p. 330), *Mt. Robson Park* (p. 349), in British Columbia; and *Moose Mountain Buffalo Park* (p. 283), in Saskatchewan. — Comp. 'Guide to the National Parks of America' by *E. F. Allen* (New York; 1915; \$ 1).

the same author mentioned at p. 322; 'Climbs and Explorations in the Canadian Rockies', by *Hugh E. M. Stutfield* and *J. Norman Collie* (New York & London, 1903); 'The Canadian Rockies, new and old Trails', by *Arthur P. Coleman* (London, 1911; 12s. 6d.); 'Among the Canadian Alps', by *Lawrence P. Burpee* (New York & London, 1915; \$ 3); and 'Old Indian Trails', by *Mary T. S. Schäffer* (New York & London, 1911). Those interested in the flora of the Rocky Mts. should consult 'Flora of the Rocky Mountains and adjacent Plains', by *P. A. Rydberg* (New York, 1917; \$ 3.75). 'Alpine Flora of the Canadian Rocky Mountains', by *Stewardson Brown* and *Mrs. Ch. Schäffer* (illus.; New York, 1907), and 'Wild Flowers of the North American Mountains', by *Julia W. Henshaw* (illus.; New York, 1915).

Many of the ascents in the Rocky Mts. described in this Handbook are from notes kindly furnished by *Mr. W. S. Jackson*, of Upper Canada College at Toronto, *Professor Fay*, of Boston, *Mr. George Vaux Jr.*, of Philadelphia, and *Mr. A. O. Wheeler*, Sidney, B. C.

As the starting-point of the various excursions described below the *Banff Springs Hotel* (p. 300) is taken, which stands on a bold bluff, overlooking the confluence of the *Bow* and the *Spray*, about 1½ M. to the S. of the station. To the E. rise the striking and curiously-shaped peaks of *Mt. Rundle* (p. 304). The hotel commands a fine general view of the Park.

The 'look-out' at the N.E. corner of the hotel affords a charming *View of the confluence of the blue *Bow* and the rapid-rushing *Spray*, almost immediately below us. Just before the confluence the *Bow* forms a series of foaming white **Falls* or *Cataracts* (ca. 25 ft. high), to obtain a nearer view of which we descend to the road skirting the river-bank and ascend the path leading to the top of a bluff overhanging the upper part of the falls. We should then follow the road to the S. to the bridge which spans the *Spray*, just before it joins its larger brother. Beyond the bridge the road ('*Aspen Avenue*') leads down the valley of the *Bow* for about 4 M. (making a loop of 7 M.), between the perpendicular walls of *Tunnel Mt.* (see below) on the left and *Mt. Rundle* (p. 304) on the right. The meadows over which we pass are carpeted with the vivid red painter's brush, white and yellow *marguerites*, *asters*, *fireweed*, *golden rod*, *blue-bells*, and innumerable other wild flowers, varying according to the season. The *Golf Course* (9 holes) of the *Banff Springs Hotel* (p. 300) is situated here.

To reach the **Upper Hot Springs** (5200 ft.) we either follow the roundabout carriage-road (ca. 2½ M.; see Map) or take the direct footpath through the wood. The latter begins near the *Banff Springs Hotel* and ascends at an easy gradient to the main road, reaching it opposite the *Government Baths*. The springs (110-115° Fahr.) rise on the wooded slope of the *Sulphur Mts.* (p. 301). The water contains sulphate of lime, soda, and magnesia, and is radioactive, resembling that of *Hot Springs, Arkansas* (see *Baedeker's United States*). It is efficacious in rheumatism, affections of the skin and blood, etc., and is used both internally and externally. The *Dominion Government bath-house* (adm. 25 c.), adjoining which is an open-air swimming pool, is inadequate.

The ascent of ***Tunnel Mt.** (5540 ft.; there and back 2-3 hrs.)

is one of the favourite short excursions, for the sake of the view. An excellent bridle-path and a carriage-road (5 M.), known as the 'Corkscrew' and lined by trees, lead to the top. We follow the main road leading towards the town and cross ($3\frac{1}{4}$ M.) the steel bridge over the Bow. To the left is the *National Park Museum*, containing a collection of specimens of the native fauna and flora; adjoining it are the attractive *Zoological Gardens* (new site on the lower slopes of Tunnel Mt. proposed). Beyond the bridge we pass the Methodist Church (at the first turn to the right), take the second turn to the right, follow the road in the direction of Tunnel Mt. and soon reach a house with a sign-board indicating the bridle-path ($11\frac{1}{2}$ M.), which is plainly marked and easy. Walkers or riders may use the path in going and the road in returning (or vice versa). The path at the top leads also to the N. bluff of the mountain. On the S. and E. the mountain descends precipitously to the valley.

The *VIEW from the top is grand. The National Park is, perhaps, seen to the greatest advantage from this point, as many of the beauties of the valleys are lost from the higher mountains. Among the conspicuous points are the town; the railway-station; the Vermilion Lakes (p. 304), near the station; the Banff Springs Hotel; the houses at the Cave and Basin (see below); the Hot Springs; the bridge over the Bow; the winding green Bow, on both sides; the Cascade River (but not its confluence with the Bow); the Spray, and its junction with the Bow; Cascade Mt. and the Squaw (N.); Mts. Inglismaldie and Peechee (E.); the sloping peaks of Mt. Rundle (S.); the heavily-timbered Sulphur Mts. and the Goat Range (W.; concealing Bourgeau Range); and Mt. Massive (N.W.).

The hot springs known as the *Cave* and the *Basin* (ca. 4700 ft.) form the object of another short excursion. We proceed as above to the ($3\frac{1}{4}$ M.) bridge over the Bow, but turn to the left without crossing it, beyond the *Sanitarium* (l., p. 300), and follow the road (sign-post) leading to (1 M.) the group of houses adjoining the Cave and Basin, at the N. end of the Sulphur Mts. (comp. Map). The **Cave* is a sulphurous spring rising within a calcareous grotto, and the **Basin* or *Pool* is an open-air spring of the same character close by. Both bathing-places (temp. 90-95°) are approached through cottages containing bathing-rooms (fee 25 c., incl. dress and towels). [A new Government bath-house, with two swimming-tanks, is in course of construction.] Farther up the hillside is another cave.

The so-called Cave is not a subterranean formation at all, but really the cone of a now quiescent geyser, similar to those in the Yellowstone Park (see *Baedeker's United States*). It was discovered by an orifice at the top of the mound in which the spring occurs (which may be seen by climbing up the outside), and the present lateral passage leading into it is artificial. The atmosphere within the Cave, which is coated with sulphur crystals, is full of slightly sulphurous steam or vapour, and the Basin, on a fine day, affords, perhaps, the more attractive bathing-place of the two. The depth of each is 5-6 ft. The custodian points out formations on the roof of the cave that are supposed to resemble various British statesmen. — Beyond the Basin we may follow the road for $1\frac{1}{2}$ M. more to the entrance (l.) of the fine **Sundance Cañon*, where the stream descends in a series of cascades through a romantic rocky gorge with sides 200 ft. high (path). On the plateau above the gorge the Indians once used to celebrate their 'sundance'. — The road running to the S. from the Sanitarium leads to the

so-called *Middle Spring* (9° Fahr.). Near-by, to the S.E., is the club-house of the *Alpine Club of Canada* (see p. 300).

The ***EXCURSION TO LAKE MINNEWANKA**, 9 M., is the favourite drive in the Rocky Mts. Park, affording very fine views (carriage or coach, see p. 300). The road crosses the bridge, traverses the town, and then runs to the right (N.E.), following the course of *Whiskey Creek*. About $3\frac{3}{4}$ M. from the hotel it crosses the railway and traverses the plain at the base of *Cascade Mt.* (i. e. 9825 ft.), with the waterfall which gives it its name. To the right flows the *Cascade River*. After passing (1 M.) *Bankhead*, with 1000 inhab. and large mines of Cretaceous anthracite coal belonging to the C.P.R., we again (3 M.) turn to the right (S.E.), cross the *Cascade River* and *Devils Creek*, and soon reach (1 M.) the W. extremity of the lake, where there is an inn, with a small museum of local curiosities. A steam-launch (for 5 or more pers. \$1 each) may be hired here, and boats are also to let. — ***Lake Minnewanka**, or *Devils Lake* (4800 ft. above the sea), lies in a narrow trough-like valley between the *Fairholme Range* (Inglismaldie, Peechee, etc.) on the W. and the *Palliser Mts.* on the E., and is about 11 M. long, with an average width of $\frac{1}{2}$ -1 M. Its greatest depth is about 300 ft. The W. end is enclosed between a precipitous unnamed mountain (9570 ft.) on the N. and *Mt. Inglismaldie* (9715 ft.) on the S. A path leads hence along the N. bank of the lake to some fantastically shaped rocks known as the *Hoodoos*, near the E. end of the lake. The path then descends past two ponds to the E. part of the valley, which is known as the *Devils Gap*, bounded by the *Devils Head* (9204 ft.) on the left and *Saddle Mt.* (9270 ft.) on the S. About 6 M. beyond the lake the path reaches the *Ghost River* whence it leads across the S. fork of that river to *Morley* (p. 299). *Devils Lake* contains a variety of trout (*Cristinomer namaycush*), which sometimes attains a weight of 30 lbs. and is caught by trolling.

Among other pleasant short excursions from Banff are a trip by steam-launch or small boat on the *Bow River* (boats near bridge; launch for 5 or more pers. \$1 each); a canoe-trip from the Bow up the *Forty Mile Creek* and below the railway-bridge to the **Vermilion Lakes* (see Map), where an excellent view is obtained of *Mt. Massive*, *Pilot Mt.*, and adjoining peaks; a walk through the valley of the *Spray* (trail; see p. 305); or a drive to (ca. 14 M.) *Johnson Cañon*, with a pretty waterfall (trail).

MOUNTAIN ASCENTS (guides, see p. 300) *Sulphur Mt.* (8030 ft.) is easily ascended from the Hot Spring in 5-6 hrs. by a corkscrew bridle-path ($3\frac{1}{2}$ M.; saddle horse, see p. 300) leading to the small Government Meteorological Observatory (7484 ft.) near the top (fair view). The Observatory is connected by telegraph with the Museum (p. 303), where the records are made. — *Mt. Rundle* (so named after a missionary to the Crees and Assiniboines) or the *Peaks* (S. peak, 9828 ft.; central peak, 9615 ft.; N. peak, 9665 ft.) may be ascended by mountaineers in one long day (there and back; guide desirable; fine view of the majestic pyramid of *Mt. Assiniboine*). — *Cascade Mt.* (9825 ft.) may be ascended from the hotel in 4-5 hrs. (view). — *Mt. Edith* (8370 ft.) affords a sporting rock-climb to the expert alpinist, but a still more difficult climb, perhaps the hardest rock climb in the Canadian Rockies or Selkirks, is that of *Mt. Louis* (8800 or 8650 ft.), situated to the N.W. of it and first ascended in 1916 by *Mr. McCarthy* and the Swiss guide *Conrad Kain*. *Mt. Norquay* (8284 ft.), opposite *Mt. Edith* on the E., also repays an ascent. — *Mt. Inglismaldie* (9715 ft.) and *Mt. Peechee* (9615 ft.),

the latter named after a famous Indian chief, who travelled with Sir George Simpson of the Hudson's Bay Co. (1825), do not repay the toil of an ascent.

Mt. Assiniboine (11,870 ft.), the 'Matterhorn' of the Rockies, rising about 16 M. (in a straight line) to the S. of Banff on the ridge of the Continental Divide, may be reached by following the trail in the *Spray River Valley* past the (23 M.) *Spray Lakes* to the mouth of the (31 M.) *Bryant Creek* (see below) which ascends in a N.W. direction to (45 M.) the *Assiniboine Pass* (7,022 ft.). From the pass a trail descends S.W. to (2 M.) *Lake Magog*, situated near the foot of the peak. Mt. Assiniboine was first ascended on Sept. 3rd, 1901, by the Rev. (now Sir) *James Outram* and the Swiss guides *Höslér* and *Bohren*, by a route circling round the mountain to its S.W. arête. The actual ascent from the last camp (720 ft.) took ca. 9½ hrs. The View is of immense extent, including an interminable sea of peaks on every side except the E. The climb is, of course, one for experts only. From the mouth of Bryant Creek (see above) the continuation of the Spray River trail to the S. leads to a comparatively little-known Alpine region of the Canadian Rockies where the mountaineer will find numerous other peaks worthy of his study. About 18 M. from Bryant Creek, above *Belgian Lake*, the source of the Spray River, is *Palisier Pass* (6,836 ft.) where on the W. the peaks round *Mt. Agassiz* (9,870 ft.) and, on the E., round *Mt. Sir Douglas* (11,174 ft.; first ascended by Dr. Hixon with Ed. Fenz on Aug. 11th, 1919, over the glaciers on the N. side of the peak) are worthy of notice. From Palisier Pass a trail, passing near (W.) *Hack Lake*, the headwaters of the Palisier River, and *Palisier Lake*, leads into the *Palisier Valley* which after about 7½ M. beyond the pass affords access, by a W. lateral valley, to the *Road Group*, an outlying group to the W. of the main chain of the Rockies, comprising eight peaks, named after the members of the Royal Family, and running parallel to the main valley. The highest summit of the group, *Mt. King George* (11,226 ft.), was first ascended by Mr V. A. Fynn with *Rudolph Auner* on Aug. 10th, 1919. By crossing the S. ridge (steep snow country) of *Mt. Prince George* (9,911 ft.), the lowest and most easterly peak of the group, they reached a large glacier over which they proceeded in a W. direction to the E. slope of Mt. King George. After traversing an enormous 'bergschrund', partly bridged over by fallen ice, they scaled a very steep rock rib (brittle in its upper third) to an ice ridge which connects the rib with the N. ridge of the mountain. The head climb on the N. ridge was over ice and rock. The ascent from the 'bergschrund' to the summit took a little more than 4 hrs. The splendid 'View from the top includes, about 19 M. to the S.E., a large group of mountains called after several French generals and culminating in *Mt. Joffre* (11,316 ft.).

PASSES. Two passes lead from the *Spray Valley* into the *Kootenay Region* (pp. 342, 344), one passing between the *Goat Range* and *Mt. Rundle*, the other between the *Goat Range* and the *Bourgeois Mts.* Through the *Devils Gap* to *Morley*, see p. 304.

FROM BANFF TO WINDERMERE BY ROAD, 110 M. This excellent road which traverses the Rocky Mts. by means of easy grades and switch-backs, is one of the greatest scenic roads in the country and affords a most enjoyable motor-trip. — The road runs along the *Bow Valley* to (39 M.) *Castle Mountain* (p. 321) where it intersects the railway and crosses the river by a steel truss bridge of two spans, each 90 ft. long, to ascend *Vermilion Creek* to (39 M.) *Vermilion Pass* (5,264 ft.), on the boundary between Alberta and British Columbia. From the pass the road descends into the *Vermilion River Valley* which it follows to its convergence with the *Kootenay Valley*. Hence it crosses the *Briscoe Range* by *Sinclair Pass* (p. 329) to (97 M.) *Sinclair* (p. 330), in the Columbia Valley, where the road from Golden to Cranbrook is joined. — 110 M. *Windermere*, see p. 329.

From Banff to Vancouver by railway, see R. 66.

+ Those interested in this region are referred to the 'Report of the Commission appointed to determine the Boundary between the Provinces of Alberta and British Columbia', Part I., from 1913 to 1916 (Ottawa, 1917), which contains a considerable amount of general information and is accompanied by excellent detailed maps.

64. From Winnipeg to Edmonton.

a. By Canadian National Railways (*Grand Trunk Pacific Division*).

796 M. RAILWAY in 26½ hrs. (fare \$ 28.35; sleeper \$ 8.60; dining car and observation-car). This line forms the shortest route between the two provincial capitals; it runs to the S. of the C.P.R. line (R. 64c) and substantially parallel with it.

Winnipeg (Union Station), see p. 275. The line runs parallel with the Can. North. Div. of the C.N.R. (R. 65a) as far as Portage-la-Prairie, beyond which it proceeds due W., with long stretches of straight track, to Levine (see below). — 54 M. *Portage-la-Prairie* (see p. 284). — Near (77 M.) *Deer* (956 ft.) we cross the C.P.R., and at (100 M.) *Gregg* (1277 ft.) we intersect the C.N.R. branch-line from Brandon Junction to Hallboro comp. p. 315. Numerous 'co-operative' grain elevators are seen. 129 M. *Knor* (1525 ft.). Beyond (137 M.) *Levine* the line turns towards the N.W. 142 M. *Rivers* (1650 ft.; Rail. Restaurant), a divisional point, is on the *Little Saskatchewan River*. 179 M. *Miniota* (1489 ft.: p. 285). We follow the *Assiniboine River* (left; fine views) to its junction with the *Qu'Appelle River* (p. 287) at (204 M.) *Lazare* (1201 ft.), where the old Jesuit mission was used as a hospital during the Riel Rebellion (see p. 317). The river is crossed beyond (209 M.) *Victor* (1400 ft.), and we enter *Saskatchewan* (p. 287). 217 M. *Welby* (1593 ft.); 244 M. *Zeneta* (1724 ft.); 257 M. *Bangor*.

279 M. *Melville* (1803 ft.: *King George, Waverley*, \$ 3½; Rail. Restaurant), a divisional point and centre of a judicial district, with 2600 inhabitants. It is a convenient point from which to reach the shooting and fishing districts of the Qu'Appelle valley (comp. p. 288). There are a station of the R.C.M.P. (p. 192) here and a Lutheran College.

Branch-lines run from Melville to the N. to (57 M.) *Canora* (p. 318) via (27 M.) *Yorkton* (p. 309) and to the S.W. to (98 M.) *Regina* (see p. 288).

Beyond Melville we traverse the region of the *Beaver Hills* and *Touchwood Hills*, a thinly-settled farming country, passing numerous small stations. Between (345 M.) *Touchwood* (2173 ft.) and (352 M.) *Punnichy* (2102 ft.) we pass (1.) the stone buildings of an old Jesuit mission and *Fort Mackenzie*, an old Hudson's Bay Co. post. — 386 M. *Nokomis* (1707 ft.; Nokomis, R. from \$ 1½), also on the C.P.R. (see p. 285).

Between (394 M.) *Undora* (1649 ft.) and (400 M.) *Venn* we cross the stream which connects Last Mountain Lake (p. 288) and Little Manitou Lake (see below). — 408 M. *Watrous* (1782 ft.; Manitou, \$ 3; Rail. Restaurant) is a divisional point and rapidly growing prairie town (pop. 1200) with mineral wells. We here change from Central time to 'Mountain' time, 1 hr. slower (p. xii). About 3 M. to the N. lies *Little Manitou Lake* (14 M. long; Manitou Beach Hotel, \$ 3). — 422 M. *Young* (1707 ft.; Manitou, R. \$ 1½), also a station on the C.P.R. line from Regina to Colonsay (p. 288), is the starting-point of a branch-line to (112 M.) *Prince Albert* (p. 317) via (56 M.)

Cudworth (Rail. Restaurant). Little Manitou Lake (p. 306) may be conveniently reached from Young also (3 M.).

We cross the South Saskatchewan by a bridge 1530 ft. long and reach (470 M.) **Saskatoon** (1645 ft.; see p. 316). — We now run parallel with the C.P.R. for some distance (comp. p. 310). — 494 M. *Asquith* (p. 310). 504 M. *Kinloy* (p. 310). Beyond (517 M.) *Mead* (1977 ft.) the line traverses the rolling country of the *Eagle Hills*.

529 M. *Bogart* (2143 ft.; Bazaar, \$ 3; Empire, from \$ 2½; Rail. Restaurant), also a station on the C.P.R. (p. 310) is a divisional point and market-town with 2000 inhabitants.

Bogart is the starting point of a C.N.R. line to Calgary, completed as far as 165 M. *Lacombe*, and on the line from N. to 177 M. *Battleford* (see p. 308), diverging from the main line at 6 M. *Oban* (see below).

537 M. *Oban* (2115 ft.; see p. 310). To the left, beyond Oban, is *Whiteshore Lake*. 551 M. *Landis*. — From (559 M.) *Carroll* (2214 ft.) to Vera (see below) the line traverses the *Tramping Lake District*, measuring about 150 M. from N. to S. and 40 M. from E. to W., the most extensive compact wheat-growing area in western Canada. — 565 M. *Reford* (2133 ft.; p. 310). — 571 M. *Scott* (2153 ft.; Gladys, \$ 3), a thriving little village (pop. 300) with a Dominion experimental station (1910-520 acres) lies in the midst of one of the finest wheat-growing sections of Saskatchewan. The broad prairie

*Views are impressive, especially during the harvest season.

At (587 M.) *Unity* (2082 ft.; p. 310), another attractive town, we cross the C.P.R., and between Unity and (597 M.) *Vera* (1921 ft.) we pass under it. Beyond (613 M.) *Yonker* (1969 ft.) we skirt the S. shore of *Manitou Lake* (67 sq. M.). — 632 M. *Butze* (2007 ft.) is the first station in *Alberta* (p. 311). Beyond (636 M.) *Chaucin* we several times cross *Robston Creek*, a tributary of Battle River. — 669 M. **Wainwright** (2207 ft.; Park, R. from \$ 1½; Wainwright, \$ 3; Rail. Restaurant), a divisional point and market-town (pop. 975). About ½ M. to the S. of it lies *Buffalo Park* (comp. p. 301), an enclosed area of 159 sq. M., containing about 3500 buffaloes (the largest herd in the world; comp. pp. 283, 314), besides some moose, elk, and deer. The scenic attractions of the hilly country with its numerous small lakes well repay a visit. — Beyond (675 M.) *Fabyan* (2125 ft.) we cross Battle River on a trestle about 1 M. long.

From (713 M.) *Viking* (2256 ft.; King Edward, \$ 2½; pop. 800) to Tofield (see below) the track is perfectly straight with a variation in level of only 4 ft. 726 M. *Bruce*; 735 M. *Holden*. At (744 M.) *Ryley* we intersect the C.N.R. line from Vegreville to Camrose (p. 309).

755 M. *Tofield* (2289 ft.; Alexandra, \$ 3) is a station of the R.C.M.P. (p. 192) and the junction of the line from Edmonton to Calgary (see p. 294). Natural gas has been found near Tofield, and there are some outcroppings of lignite coal. To the N.E. lies *Beaverhills Lake* (2173 ft.), a fine sheet of water, 18 M. long and 12 M. wide, haunted by water-fowl and also said to afford good fishing. —

769 M. *Cooking Lake* (2433 ft.) lies at the N. end of the lake of that name (2400 ft.), which is a favourite summer resort for residents of Edmonton. — Between (773 M.) *Uncas* (2447 ft.) and (779 M.) *Ardrossan* (2332 ft.) the line traverses the *Cooking Lake Forest Reserve*. At (788 M.) *Clover Bar* we cross the North Saskatchewan by a bridge 1663 ft. long, 163 ft. above the river. As we approach Edmonton we pass (1.) the Exposition Buildings (p. 312).

796 M. *Edmonton* (Union Station), see p. 310.

**b. By Canadian National Railways (*Canadian Northern Division*)
via Regina and Saskatoon.**

866 M. RAILWAY in 35¾ hrs. (fare \$ 28.35; sleeper \$ 8.60; dining-car, with meals à la carte). This line runs into the Saskatchewan valley, traversing some of the great grain-producing regions of the North West.

From Winnipeg to (356 M.) *Regina* and (516 M.) *Saskatoon*, see R. 65 a. — At (530 M.) *Warman* (p. 316; Campbell, \$ 2½) the line to Prince Albert diverges to the right (N.). From (538 M.) *Dalmeny* a branch runs towards the N. to (36 M.) *Carlton*. At (554 M.) *Ceepee* we cross the North Saskatchewan River. 560 M. *Borden*; 568 M. *Radisson* (pop. 700); 590 M. *Ruddell*. 597 M. *Denholm*, where a line from *Prince Albert* (see p. 317) enters from the left.

612 M. *North Battleford* (*Auditorium*, \$ 2¾-4; *Saskatchewan, Clarendon*, R. from \$ 1), a divisional point, with 4500 inhab., is a flourishing little prairie city on the *North Saskatchewan River*.

FROM NORTH BATTLEFORD TO CARRUTHERS, 6) M., C.N.R. twice weekly in 5 hrs. (fare \$ 2.10). — This line diverges at (6 M.) *Battleford Junction* (see below) from the main line and runs towards the S. 11 M. *Battleford* (1602 ft.; *King George*, \$ 2½), at the junction of the *North Saskatchewan River* and *Battle River*, is a thriving town of 2100 inhab., once the capital of the North-West Territories (1876-83; comp. p. 286). It is the centre of a judicial district, a station of the R.C.M.P. (p. 192), and possesses an *Industrial School for Indians*. Railway to *Biggar*, see p. 307. — Beyond *Battleford* the railway turns sharply to the W., passing several unimportant stations. — 60 M. *Carruthers* lies about 15 M. to the E. of *Manitou Lake* (p. 37).

FROM NORTH BATTLEFORD TO TURTLEFORD, 56 M., C.N.R. (Can. North. Div.) in 3¾ hrs. (fare \$ 1.95). — This line runs to the N.W. The chief intermediate station is (21 M.) *Meota* (hotel), a summer-resort, situated on *Jackfish Lake*, 13 M. long and 6 M. wide, with good fishing and water-fowl shooting.

From *North Battleford* to *Prince Albert*, see p. 317.

618 M. *Battleford Junction* (see above). Farther on, we traverse two Indian reservations. — 646 M. *Paynton*; 662 M. *Maidstone*, with a station of the R.C.M.P. (p. 192). — 696 M. *Lloydminster* (Alberta, R. \$ 1; pop. 800), the first station in *Alberta* (p. 311), in a fine agricultural district, is the headquarters of the 'all-British' colony, established by the Rev. T. M. Barr in 1903. About 2½ M. to the S. is a depression covered with thousands of buffalo-bones. — 736 M. *Vermilion* (Brunswick, \$ 3; Rail. Restaurant; pop. 1271), on the river of that name, is a divisional point, with C.N.R. workshops and a Provincial school of agriculture and demonstration farm. — From (793 M.) *Vegreville* (Alberta, R. from \$ 1), a prosperous town on the *Ver-*

million River, with 1475 inhab. and considerable productive wells of natural gas, a branch-line runs to the S. to (48 M.) *Camrose* (p. 310). — 814 M. *Hilliard*; 821 M. *Chipman*; 829 M. *Lamont*.

About 3 M. to the S. of Lamont lies the pretty *Elk Island Park* (comp. p. 312), one of the Canadian National Parks (comp. p. 301), 16 sq. M. in area and including elk, deer, moose, and buffalo. The park contains a small lake (lagoon) with several islands.

836 M. *Bruderheim*; 842 M. *Scotford*; 849 M. *Fort Saskatchewan* (pop. 880); 858 M. *Oliver*; 863 M. *North Edmonton*.

866 M. *Edmonton*, see p. 310.

c. By Canadian Pacific Railway.

849 M. RAILWAY in 4 hrs. (fare \$ 29.65, sleeper \$ 7.95; dining-car, with meals à la carte). This line, though most of its course, runs between the two lines of the C.N.R. (RR. 61a & 62) and parallel with them. Observation cars are attached to the through-trains.

From Winnipeg to (56 M.) *Portage-la-Prairie*, see p. 284. — 73 M. *Westbourne* (Temp. range, \$ 2) lies about 7 M. to the S. of Lake Manitoba (p. 234). At (91 M.) *Gladsstone* (p. 317) we cross the C.N.R.

117 M. *Neepawa* (1209 ft.; *Hamilton*, \$ 3¹/₄), on the *White Mud River*, with 1587 inhab., is a divisional point and centre of a fine agricultural district with various manufactures.

Neepawa is also a station on the C.N.R. (see p. 319), a branch-line of which runs to (109 M.) *Russell* (694 inhab.; see below) via (5 M.) *Rosburn Junction* (p. 318), where it bends to the west, and (53 M.) *Roseburn* (pop. 359), with an Indian Reservation.

From (134 M.) *Minnelosa* (1671 ft.; Tremont, \$ 2¹/₂), on the *Little Saskatchewan River*, a divisional point, and centre of a judicial district, with 1479 inhab., a branch-line runs to (51 M.) *Brandon* (see p. 285). — 153 M. *Newdale*; 171 M. *Sheep Lake*, near the lake of that name; 193 M. *Birtle* (pop. 562), with a Provincial demonstration farm. — 211 M. *Binscorth*, the junction of a short line to (11 M.) *Russell* (see above). We cross the *Assiniboine River*, and between (223 M.) *Harrowby* and (230 M.) *Marchmont* enter the province of *Saskatchewan* (p. 287). At (253 M.) *Bredenbury* we change from Central Time to 'Mountain' Time (1 hr. slower; p. xiii).

279 M. *Yorkton* (*Babnora*, *Yorkton*, from \$ 4), a thriving town of 4500 inhab., is the judicial centre of N.E. Saskatchewan, and a station of the R. C. M. P. (p. 192). *York Lake*, 4¹/₂ M. distant, is a much-frequented summer-resort.

From Yorkton branch-lines of the C.N.R. run to the N. to (30 M.) *Canora* (p. 318); to the S. to (27 M.) *Mcville* (p. 306); to the W. to (15 M.) *Willowbrook*, and to the E. to (76 M.) *Russell* (see above) via (27 M.) *Wroxton*, the junction of another line to (42 M.) *Canora* (comp. p. 318).

For the next 125 M. we traverse a thinly-settled prairie country. 374 M. *Kandahar* lies to the S. of *Big Quill Lake* (p. 318), an arm of which is crossed beyond (382 M.) *Dafoe*. From (404 M.) *Lanigan* (*Lanigan*, \$ 2¹/₂) and from (442 M.) *Colonsay* branch-lines run S. to *Regina* (see p. 288). — We cross the *South Saskatchewan River* to (480 M.) *Saskatoon* (see p. 316).

For a considerable distance beyond Saskatoon the line closely parallels the tracks of the G. T. P. Div. of the C. N. R. 505 M. *Asquith*. (514 M.) *Kinley*. (540 M.) *Biggar*. and (549 M.) *Oban* are stations on both railways (see p. 307). — From (580 M.) *Wilkie* (Empire. \$ 2 1/2). a divisional point, with ca. 1200 inhab., lines diverge on the N. to (29 M.) *Cutknife* and on the S. to (45 M.) *Kerrobert* (p. 289). via (7 M.) *Reford* (p. 307), and to (35 M.) *Kelfield*. — At (601 M.) *Unity* (p. 307) we cross the G. T. P. Div. of the C. N. R., and between (642 M.) *Macklin*, junction of a line to *Moose Jaw* (see p. 289), and (650 M.) *Hayter* enter the province of *Alberta* (p. 311). At (711 M.) *Hardisty* (Cecil R. from \$ 1 1/2), we cross *Battle River* (p. 308). 730 M. *Sedgewick*, with a Provincial demonstration farm.

781 M. **Camrose** (1950 ft.: *Arlington*, R. from \$ 1 1/2; *Heather Brae*, \$ 2), with 1895 inhab., is the centre of a well-settled farming district, with various manufactures. It is the seat of a *Provincial Normal School* and a *Lutheran College*.

Camrose is also a station on the C. N. R. lines from Calgary to Edmonton (see p. 294), and branch-lines run S.E. to (60 M.) *Alliance* and N.E. to (48 M.) *Vegreville* (p. 308). — About 16 M. to the N. of Camrose lie the *Round Hill Coal Mines*.

791 M. *Bittern Lake*. 807 M. *Wetaskiwin* (2480 ft.; *Driard*, *Criterion*, R. from \$ 1), with 2056 inhab., is the junction of the C. P. R. line from Calgary to Edmonton (see p. 294). Natural gas is found here, and the quality of the land in the district is excellent for growing wheat. 828 M. *Leduc* (2381 ft.). We then traverse the *Papas Chase Indian Reserve*. 846 M. *Strathcona* or *South Edmonton* (see p. 312). We cross the North Saskatchewan by the fine bridge mentioned at p. 312 to —

849 M. **Edmonton**. *MACDONALD*, with 200 R., owned and managed by the C. N. R., McDougall St., overlooking the Saskatchewan Valley, R. from \$ 3, with bath from \$ 4; *SELKIRK*, R. from \$ 2; *KING EDWARD*, *CORONA*, *CECIL*, R. from \$ 1 1/2; *LELAND*, *YALE*, R. from \$ 1 1/4; *ALBERTA*, *ROYAL GEORGE*, *QUEEN'S*, R. from \$ 1.

ELECTRIC TRAMWAYS run through the principal streets and to *South Edmonton* (p. 312). — *United States Consular Agent*; also Belgian consul.

Edmonton (2168 ft.), the capital of the province of *Alberta* (see p. 311), is a progressive and prosperous city of 58,627 inhab., situated for the greater part on the N. bank of the *North Saskatchewan River*, but now including also within its limits the former city of *Strathcona* (p. 312), on the S. bank. Edmonton is the centre of a prosperous farming district, an important focus of the fur-trade, and the centre of a rapidly developing coal-industry. It is the most important railway centre in the North-West, being one of the chief points on the Canadian National Railways across the continent (see RR. 68, 69) and also a station on the C. P. R. Its importance has also grown as the natural distributing point for the new *Peace River* and *Mackenzie* districts (see pp. 312, 314). — Edmonton has a mean temperature of 62° Fahr. in July and of 6° in Jan. (mean annual extremes + 89° and - 34°). The mean annual precipitation is 14 inches.

The province of **Alberta**, of which Edmonton is the capital, is the most westerly of the three Prairie Provinces and was created in 1905, out of the old district of Alberta, the W. half of Athabaska, and a strip of both Saskatchewan and Assiniboia (comp. p. 286). It comprises 255,285 sq. M., or a little more than either Manitoba or Saskatchewan, with a population of (1916) 496,525 as compared to 184,412 in 1906 and to 73,022 in 1901. In 1921 the population amounted to 661,963. In 1917 the Indian population was 8837. Like its sister provinces Alberta extends from the International Boundary on the S. (49° N. lat.) to the North-West Territories (see p. 286) on the N., on the E. to the limits of Saskatchewan and on the W. on British Columbia where the S. half of the boundary is formed by the watershed of the Rocky Mts. Practically the province may be said to occupy the third and highest prairie steppe (comp. p. 289). It offers splendid opportunities for stock raising and agriculture, possessing about 100,000,000 acres of cultivated land of which the north only is under cultivation. The chief crops raised are wheat and other cereals, hay, and in the S. part of the province alfalfa. The sugar-beet is also extensively grown (comp. p. 296). The total value of crops in 1920 was \$201,291,500. The S. part of the province as far as Red Deer Valley to the N. of Calgary is a rolling prairie, the land of ranches and ranches (comp. p. 294). Sheep raising has here lately much increased (wool clip 2,115,000 lbs. at \$1.225/000 in 1919). In spite of the eight-month dry farming is successfully carried on here but irrigation has been largely introduced (comp. pp. 294, 293, 295). The extremely fertile and well-watered central portion of the province which is drained by the North Saskatchewan River, is given up to mixed farming. The timber of this part (poplar and spruce) is very valuable. The N. area of the province which occupies the drainage basins of the Athabaska and Peace Rivers, is mainly open prairie land excellently adapted for agriculture (comp. p. 312), but also well wooded forest land. The mineral resources of the province (value of mineral production \$33,721,898 in 1920) include above all on massive coal deposits of a low grade (due to anthracite) (comp. pp. 292, 294, 295, 304), underlaid an area of 16,588 sq. M. and forming about 87 per cent of the coal of the Dominion (comp. p. 314). In 1920 the output was 6,900,641 tons, or nearly half of the total production of the Dominion. Natural gas is abundant and tapped at many localities (comp. pp. 292, 295), and the immense deposits of tar sands along the lower Athabaska River may perhaps be one day utilized. Small quantities of oil are also recovered. Aluminium is found along the North Saskatchewan and its tributaries between Edmonton and the base of the Rocky Mts. The available water-power of the province is estimated at 471,000 horse-power. Manufacturing has lately been increasing (value of products \$82,219,000 in 1918). The total value of imports of the province in 1920 was \$24,227,312, of exports (rain, cattle, etc.) \$1,223,258. — Comp. 'Alberta', by *Leo Thorold* (London, 1912), 'The Land of open Doors', by *J. Burgon Bickersteth* (London, 1914: 7s. 6d.), and the books on the Prairie Provinces mentioned at p. 278.

Edmonton was established as a post of the Hudson's Bay Co. in 1795, and the picturesque stockaded *Fort* of the Company, now in a dilapidated condition, stands on a bold bluff above the town. The streets are well paved, and the electric light and power, water, telephone, and tramway systems are owned by the city. It contains several flour-mills, saw-mills, meat packing houses, and brick-yards, and numerous other industrial establishments. The fine new *Parliament Buildings*, of freestone, stand on the bluff overlooking the river; the Legislative Chamber contains portraits of former lieutenant-governors and speakers. Among the other important buildings are the *H. B. Co. Stores*, the *C. P. R. Station*, the *Court House*, the *Post Office* and *Customs Buildings*, the *Civic Building*, the

Technical School, the large and well-kept *Exposition Buildings*, and the numerous *Banks*. There are a *Roman Catholic Church and Convent* and a *Jesuit College* (1913; 158 students) which is affiliated with Laval University (p. 162). *Alberta College*, established in 1903 and affiliated with the university (see below), with academic, commercial, and music departments, is attended by over 1300 students.

A fine *Steel Bridge* (electric tramway), 2550 ft. long and 152 ft. above the river, also carrying railway-tracks (comp. p. 310), crosses the North Saskatchewan to **South Edmonton** (p. 310), formerly known as *Strathcona*, but now forming part of Edmonton. It is the seat of the *University of Alberta*, the most northerly college in America, a well-equipped institution, founded in 1906 (over 600 students) and including a *College of Agriculture*. Affiliated with the university is *Robertson College* (1910), a Presbyterian theological college. To the W. of the city is *Government House*, an attractive building with ample grounds.

A favourite excursion from Edmonton is that to *Lik Island Park* (see p. 309), ca. 85 M. distant by good road.

FROM EDMONTON TO LAC LA BICHE, 128 M., *Alberta & Great Waterways Railway* thrice weekly in 9½ hrs. (fare \$ 5.75). This line runs to the N.E. The chief intermediate stations are (14 M.) *Carbondale* (see below), (45 M.) *Egremont*, and (67 M.) *Newbrook*. — 128 M. *Lac La Biche*, on *Lac la Biche* (125 sq. M.), with a H. B. Co.'s post and a mission-station. The extension of the railway hence towards the N. to *Fort McMurray* (p. 313) is now under construction.

FROM EDMONTON TO GRANDE PRAIRIE, 462 M., *Edmonton, Dunvegan, & British Columbia Ry.* (controlled by the C.P.R.) twice weekly in 39½ hrs. (fare \$ 16.50). This railway opens up the **Peace River District**, comprising nearly the whole of N.W. Alberta and some adjacent portions of British Columbia and including a known agricultural area approximately 360 M. long from N. to S. and 275 M. wide from E. to W. The land is adapted for wheat and for mixed farming as well as for grazing, and the ordinary small fruits and vegetables are successfully grown. The population of this district has increased rapidly of late.

Leaving *Nelson Ave. Station* the railway at first runs almost due N. to (14 M.) *Carbondale* (see above) where we diverge to the N.W. from the line to *Lac La Biche*. At (20 M.) *Meriville* (500 inhab.; see p. 313) we intersect the line from Edmonton to Athabaska. Beyond (35 M.) *Busby* we cross the watershed. — 74 M. *Jervie*, on the *Pembina River*, the chief tributary of the Athabaska (p. 313). Beyond (82 M.) *Fawcett* the railway enters the Athabaska Valley which it follows to (131 M.) *Smith* (steamer, see p. 313), situated at the point where the *Lesser Slave River* enters the Athabaska. The line now bends towards the West. Beyond (164 M.) *Sawridge* (steamer, see p. 313), a H. B. Co.'s post and station of the R.C.M.P. (p. 192), we skirt the S. bank of *Lesser Slave Lake* (1890 ft.; 480 sq. M.), about 65 M. long. — 234 M. *High Prairie*. 262 M. *Mac Lennan*, a little to the W. of *Winagami Lake*, is the starting-point of a line to (50 M.); 26½ hrs. from Edmonton) **Peace River** (*Reval*, § 2), the centre of the district, with a H. B. Co.'s post and a station of the R.C.M.P. (p. 192). It is situated near the confluence of the *Smoky River* (p. 350) and the *Peace River* (1005 M. long; steamers, see p. 313), the main tributary of the Mackenzie (p. 314). A road runs from *Peace River* to the S.E. to (80 M.) *Grouard* (p. 313).

Beyond (298 M.) *Smoky* the railway crosses the *Smoky River*. 352 M. *Rycroft*, the junction of a line to (5 M.) *Spirit River*, a H. B. Co.'s post, whence a road leads to the N. to (10 M.) *Dunvegan* (p. 313). [From *Spirit River* the railway is to be extended to the W. to *Peace Coulee* (B. C.).] Our line now bends sharply to the S. — 462 M. *Grande Prairie* (Murray, R. § 1½: pop. 1031), the present terminus of the line, is a thriving settlement,

with a station of the H. B. Co. The extension of the railway to *Prince George* (p. 354) has been projected.

A STEAMER plies from *Peace River* (p. 312) during summer down the magnificent *Peace River*, dotted with numerous islands, to (280 M.) **Fort Vermilion** (560 ft.), the oldest settlement in the District, with a H. B. Co.'s post, a station of the R.C.M.P. (p. 192), and a Dominion experimental sub-station. Beyond *Fort Vermilion*, the steamer goes on to (320 M. from *Peace River*) *Vermilion Chutes* (portage of 4 M.), whence another steamer runs to (240 M.) *Chyrenan* (p. 314), on Lake Athabaska. — The first named steamer also plies upstream from *Peace River* to (70 M.) *Taragan* (1305 ft.), situated near the foot of the *Clear Hills* (2000-3500 ft.), (200 M.) *Fort St. John* (1462 ft.), B.C., and (240 M.) *H. Cline's Hope*, and to the Rocky Mts., all three posts of the H. B. Co. To the W. of *Hudson's Hope* the river has cut a narrow horseshoe-shaped cañon into the rock, about 25 M. long, which boats avoid by a portage of 14 M.

FROM EDMONTON TO ATHABASKA 10 M. *Canadian National Railways* (Can. North. Div.) thrice weekly in each direction \$3.30. The railway runs to the N.W. 6 M. *Carleton Place* (10 M. *St. Albert* 2172 ft.), a town of 40 inhab. on the *Sturgeon River*, we diverge to the N. on the line to *Onaway* (see p. 215). 17 M. *Vermet*; 23 M. *Marmouset* (p. 312). Near 44 M. *Vermet* we cross the watershed. 47 M. *Vermet*. (Rail Restaurant; 60 M. *Lecheater*; 74 M. *Perrvale*; 87 M. *Colman*. — 96 M. **Athabaska** (1470 ft.; *Grand Canyon*, R. \$1½) lies on the *Athabaska River* (365 M. long; camp, below), the second-largest tributary of the *MacKenzie* (see p. 314). It is a station of the H. B. Co. and has ca. 1000 inhab. and a Roman Catholic Hospital. Heat and light are furnished by natural gas. Athabaska is one of the gateways to the *Peace River District* (p. 312) and is also the starting point for travellers bound for the Arctic Ocean (see below). Camping, outfit provisions, etc. may be obtained at the H. B. Co.'s store.

STEAMERS ply in summer from Athabaska to (74 M.) *Smith* (p. 312) (123 M.) *Sauvage* (p. 312), and (215 M.) *Grouard* (*Joyal George*, from 8 2/21), at the W. end of *Lesser Slave Lake* (p. 312), a thriving little place with 450 inhab., a station of the R.C.M.P. (p. 192), and a Dominion experimental sub-station. From *Grouard* a road leads to the S.W. to (70 M.) *Sturgeon Lake*, a H. B. Co.'s post and station of the R.C.M.P. (p. 192), and another to the N.W. to (80 M.) *Peace River* (p. 312).

FROM ATHABASKA TO FORT McPHERSON BY THE MACKENZIE RIVER, 1254 M. *Steamers of the H. B. Co.* ply on this route during summer (fare \$103, in the reverse direction \$133; berths and meals extra). As far as *Fort McMurray* there are also usually several so-called 'Scow Transports' (travellers must supply their own bedding and provisions). This 'Great Lone Land' is, of course, seldom visited except by fur-traders; but there are trading-posts of the H. B. Co. at all the places mentioned below and several mission-stations, and the adventurous traveller would find few real hardships in making the whole or part of the trip. Close connection cannot be counted on; and without special arrangements the trip might consume most of a summer. The intending traveller should therefore communicate in advance with the H. B. Co.'s Fur Trader at Winnipeg or with the H. B. Co.'s Agents at Edmonton or Athabaska. — Adequate protection against the mosquito plague should not be forgotten. Much of the region is quite suitable for agricultural settlement and the population is rapidly increasing. — Along the route there may be frequently noticed some 'top stick' or evergreen tree the branches of which have been cut off from the middle of the trunk to nearly the top in commemoration of some event or person.

The following are the stopping-places of the steamers which at first descend the *Athabaska River*. 120 M. *Pelican Portage*, at the mouth of the *Pelican River*. At (165 M.) *Grand Rapids* the fall of the river amounts to 60 ft. within a stretch of nearly 1 M. Farther on, bears are frequently seen along the river. 252 M. **Fort McMurray** (840 ft.), at the mouth of the *Clearwater River*, is to be connected by railway with *Lac La Biche* (p. 312).

Beyond the mouth of the *Moose River* (W.) the *Birch Hills* (ca. 2300 ft.) rise on the W. bank. — 437 M. *Chipewyan*, with a convent of the Grey Nuns and a station of the R.C.M.P. (p. 192), lies on *Lake Athabaska* (690 ft.; 2842 sq. M.) which is ca. 205 M. long and has a maximum width of 35 M. A steamer plies hence across the lake to (170 M.) *Fond du Lac* (Saskatchewan), a H. B. Co.'s post near the E. end and the starting-point of a canoe-route via *Wollaston Lake* (1300 ft.; 906 sq. M.) and *Reindeer Lake* (1150 ft.; 2436 sq. M.) to *Churchill River* (p. 320), the second-largest in size (1100 M. long) of the rivers that flow into Hudson Bay. Steamer to Vermilion Chutes, see p. 313.

The steamer now descends the *Great Slave River* to (539 M.) *Fort Fitzgerald*, where the river breaks through the chain of the *Reindeer* or *Cariboo Mts.* in a series of rapids which necessitate a portage by a waggon-road, 16 M. in length. At (555 M.) *Fort Smith*, at the N. end of the rapids, with a Dominion experimental sub-station, we enter the *North-West Territories* (p. 286). A pipe-line, 18 M. long, is to be constructed here by means of which the oil conveyed hither by barges from the Mackenzie oil-field (see below), will be pumped across the rapids to *Fort Fitzgerald* for further river transport to the S. 749 M. *Fort Resolution*, with a Dominion experimental sub-station, is the first station on the *Great Slave Lake* (520 ft.; 10,719 sq. M.), about 310 M. in length and 12-68 M. in width, with numerous bays and islands. 819 M. *Hay River*, where the river of that name enters the S.W. corner of the lake. 869 M. *Fort Rae*, situated near the end of the large N. arm of the lake.

Beyond (917 M.) *Fort Providence*, near the W. end of the lake, with a Dominion experimental sub-station, we reach the *Mackenzie River* properly so-called (ca. 1000 M. long: total length to the head of the *Finlay River* ca. 2525 M.), named after its discoverer and explorer Sir Alexander Mackenzie (1789-92; see pp. 249, 145). To the N. rise the *Horn Mts.* — 1078 M. *Fort Simpson* (240 ft.), at the mouth of the *Liard River* which a steamer ascends to (222 M.) *Fort Liard* and (372 M.) *Fort Nelson* (B.C.). two stations of the H. B. Co. The *Mackenzie River Museum*, organized at *Fort Simpson* by the H. B. Co.'s officers, contains an interesting collection of animals, fossils, etc., found in the country. The haunt of the wood-buffalo (*Bison americanus*) lies to the N. and W. of the *Athabaska River*, extending across the *Peace River* to the *Liard*. It is now, however, extremely scarce, and therefore protected as in other parts of the Dominion (comp. pp. 283, 307). The musk-ox (*Oribos moschatus*) and many caribou inhabit the 'Barren Grounds' to the N. of the *Great Slave Lake* and E. of the *Mackenzie*. All these animals are, of course, out of season in summer, and the sportsman requires to stay in the district till late in autumn, when it is very difficult to return to civilization before the next spring.

Beyond *Fort Simpson* the hills approach closely to both banks of the river. 1214 M. *Fort Wrigley*. About 100 M. farther on. *Mt. Clark* (3610 ft.) rises on the E. bank. — 1398 M. *Fort Norman* (148 ft.), at the mouth of the *Great Bear River*, which connects the *Mackenzie* with *Great Bear Lake* (391 ft.; 11,811 sq. M.), lying about 90 M. to the E. About 45 M. beyond *Fort Norman*, on the E. bank of the river, the first oil-well in the *North Western Territories* was drilled in 1920 by the *Imperial Oil Co.* to a depth of 783 ft., with an anticipated initial output of not less than 500 barrels a day. The well occurs in the *Devonian* formation which covers an enormous area in the *Mackenzie District*, and great expectations are fostered in connection with the further exploitation of the *Mackenzie oil-field*. — Above (1572 M.) *Fort Gould Hope* the river forces its passage in a narrow cañon-like valley through the *Upper Ramparts* and, farther on, through the *Lower Ramparts*. — 1780 M. *Arctic Red River*.

1854 M. *Fort McPherson*, on the *Peel River*, near its junction with the *Mackenzie* which, about 80 M. farther on, debouches in numerous arms on the *Arctic Ocean*, the delta being about 100 M. wide (usually ice-bound from October to June).

Those who think of making the above-described excursions should consult the excellent 'Report on the *Peace River and Tributaries* in 1891', by *William Ogilvie* (1892); the report of *Dr. G. M. Dawson* (*Geol. Surv. Can.*, 1878-9); and the 'Report on an Exploration of the *Yukon* and

Mackenzie Basins', by *R. G. McConnell* (Geol. Surv. Can., 1891). These contain good detailed maps. Reference may also be made to 'Sport and Travel in the Northland of Canada', by *David T. Hanbury* (New York, 1904; with a good map). 'The New North', by *Agnes Jeans Cameron* (New York, 1910), 'Down the Mackenzie and up the Yukon', by *Elihu Stewart* (Ottawa, 1907), and to the reports of *J. B. Tyrrell* and *James M. Bell* (Canadian Survey).

In this way it is possible to reach the Arctic Ocean from Ottawa in about a month. "On the way we will pass through about 1200 miles of beautiful prairie country, which extends almost to Athabasca Landing; and from Athabasca Landing to the Arctic Ocean, upwards of 1800 miles; we have only ordinary river navigation, with the exception of a few miles on Lake Athabasca, and about 120 on Great Slave Lake. During the whole of the journey we are likely to experience as pleasant weather as if we had remained in Ottawa, and it may be pleasanter. We are likely to see much that will interest and surprise us, and we will certainly have a much clearer conception of the extent and value of our country. All the way to the Arctic coast we will see timber and plants similar to much we see here, and were it not for the absence of many of our trees, and the increased duration of daylight (which we will likely find at the coast to be of twenty-four hours duration each day) we would hardly realize that we had travelled upwards of 3000 miles from Ottawa, and been more than 1600 north of it." (*Ogilvie*).

Other C.N.R. lines run from Edmonton to (128 M.) *St. Paul de Metis* and, viâ (10 M.) *St. Albert* (p. 313) and (34 M.) *Onoray*, to (69 M.) *Robinsons* or to (72 M.) *Entiwistle* (p. 346) and (73 M.) *Evansburg* (p. 347).

From Edmonton to *Calgary*, see p. 294; to *Vancouver*, see R. 68; to *Prince Rupert*, see R. 69.

65. From Winnipeg to Prince Albert.

a. Viâ Regina and Saskatoon.

603 M. CANADIAN NATIONAL RAILWAYS (Canadian Northern Division) in 24½ hrs. (fare \$ 23.25, sleeper \$ 6; dining-car with meals à la carte).

From *Winnipeg* (Union Station; p. 275) to (3 M.) *Portage Junction*, see p. 281. Our line here diverges to the right from that to *Emerson* (St. Paul) and runs towards the W. 11 M. *St. Charles*; 21 M. *White Plains*; 31 M. *Elie*, a French village; 42 M. *Oakville*.

Beyond (55 M.) *Portage-la-Prairie* (p. 284) the line turns towards the S.W. 84 M. *Ladysmith*. At (108 M.) *Brandon Junction* a line diverges to the N. to (4 M.) *Carberry* (p. 284) and (27 M.) *Hallboro* (p. 318). 115 M. *Onah*. Beyond (135 M.) *Brandon* (see p. 285) we keep to the S. of the C.P.R. 155 M. *Terence*. 182 M. *Searth* (p. 283), a French settlement. Between (202 M.) *Butler* and (211 M.) *Maryfield* we leave Manitoba and enter *Saskatchewan* (p. 287).

FROM MARYFIELD TO MOOSE JAW, 228 M., C.N.R. thrice weekly, to *Radville* (Can. North. Div.) in 11¼ hrs., thence to *Moose Jaw* (G. T. P. Div.) in 4 hrs. (through-fare \$ 6.45). — At (37 M.) *Carlyle* (Arlington, \$ 3½; Rail. Restaurant) we intersect the C.P.R. line from *Winnipeg* to *Regina* (p. 283). From (69 M.) *Luxton* a branch runs viâ (18 M.) *Bienfait* (p. 285) to (26 M.) *Estevan* (p. 285), where connection is made for *St. Paul* (see *Baedeker's United States*). At (140 M.) *Radville*, where we change from Central to 'Mountain' Time (1 hr. slower; p. xii), a line diverges to the left to (45 M.) *Bengough*. 192 M. *Avonlea* (Rail. Restaurant) is the junction of a line to (78 M.) *Gravelbourg* viâ (47 M.) *Mossbank* (p. 289). — 228 M. *Moose Jaw*, see p. 288.

From *Butler* to (263 M.) *Kipling*, where we change from Central Time to 'Mountain' Time (p. xii), the line more or less parallels the

C.P.R. branch-line from Wolseley to Reston (p. 283), which we cross at (278 M.) *Peebles*. 302 M. *Montmartre*; 317 M. *Odessa*; 325 M. *Vibank*.

356 M. **Regina**, see p. 286. — Beyond Regina the line bears more to the N., and traverses the great wheat belt. Between (376 M.) *Lumsden* (pop. 900) and (384 M.) *Disley* we cross the *Qu'Appelle River* (p. 287). 403 M. *Findlater*, an Icelandic settlement; 420 M. *Aylesbury*. The vicinity of (429 M.) *Craik* (Waldorf, \$ 2 $\frac{1}{2}$; European, \$ 2; pop. 435) is said to afford good duck-shooting. 438 M. *Girvin*; 467 M. *Kenaston*; 513 M. *Nutana*.

516 M. **Saskatoon** (1655 ft.; *King*, from \$ 4 $\frac{1}{2}$; *Empire*, R. \$ 1 $\frac{1}{2}$, with bath \$ 2; *George*, *Flanagan*, *Western*, \$ 3 $\frac{1}{2}$; *King Edward*, \$ 3; *Cairns's Store Restaurant*, good), with about 25,000 inhab., the chief city in Central Saskatchewan. lies on the *South Saskatchewan River*. It is the distributing centre of a rich farming section, as yet given up principally to wheat-raising (large terminal elevator). Being a railway-junction of considerable importance (comp. below) it opens up for the sportsman the districts of Central and Northern Saskatchewan, where wild fowl are plentiful.

Although but a few years old, the city is substantially and attractively built, with broad paved streets, electric light and tramway (municipal), good schools, and numerous banks and manufacturing establishments. The *University of Saskatchewan* (ca. 400 students), founded in 1907 and affiliated with Oxford, occupies a tract of 1333 acres on the E. side of the river. It includes a *Provincial Agricultural College*, opened in 1912. *Emmanuel College*, an Anglican Theological school (founded in 1879), and the *Presbyterian Theological College* (1911) are both affiliated with the University. Saskatoon is also the seat of a *Provincial Normal School*, and an important station of the R.C.M.P. (p. 192). The roof of the *Canada Building*, opposite the C.N.R. station, affords a splendid view.

FROM SASKATOON TO ALSASK, 224 M.. C.N.R. (Can. North. Div.) thrice weekly to Eaton in 4 $\frac{1}{4}$ hrs.; thence twice weekly to Alsask in 3 hrs. (throughfare \$ 5.85). — This line diverges to the S. from the line to Calgary at (26 M.) *Delisle* (p. 291). At (55 M.) *Conquest* (p. 289) we cross the C.P.R. from Moose Jaw to Macklin. 71 M. *MacRorie*. 76 M. *Tichfield* is the junction of a branch-line to (29 M.) *Lucky Lake* via (9 M.) *Dunblane*. — The railway bends towards the W. 99 M. *Dinsmore*; 121 M. *Hughton*; 126 M. *Elrose*. 161 M. *Eston*; 181 M. *Glidden*; 191 M. *Eaton*. — 224 M. *Alsask*, see p. 291.

From Saskatoon to *Winnipeg* and *Calgary*, see R. 61 b; to *Winnipeg* and *Edmonton*, see R. 64; to *Brandon*, see p. 285; to *Regina*, see p. 288.

At Saskatoon we cross the South Saskatchewan. The line runs N. and N.E., through the fertile farming district between that stream on the E. and the North Saskatchewan on the W. At (530 M.) *Warman* (pp. 308, 318) we intersect the C.N.R. from Winnipeg to Edmonton. 545 M. *Hague*. Beyond (556 M.) *Rosthern* (National, \$ 2 $\frac{1}{2}$; pop. 1200), with large grain elevators and a Dominion experimental station (1908; 650 acres), we traverse a district containing many Galicians and Russian Mennonites, the latter the successors of the Dukhobors (p. 319). 567 M. *Duck Lake* (see p. 317).

The above-mentioned district, between the two branches of the Saskatchewan, was the scene of the Riel Rebellion of 1885. The district was largely settled by French half-breeds, who, dissatisfied with their treatment by the Dominion Government, rose in rebellion, induced the neighbouring Indians to join them, and summoned *Louis Riel* (p. 277) from Montana to be their leader. *General Middleton* was dispatched with a body of militiamen and volunteers to put down the rebels, and defeated them at *Fish Creek*, not far from Hague (p. 316), and again at *Batoche* May 12th, 1885, on the South Saskatchewan, 7 M. from Duck Lake (p. 316). Riel was taken prisoner four days later, and was hanged, with eight of his Indian followers, at Regina.

603 M. **Prince Albert** (1398 ft.; *Empress*, from \$ 3¹/₂; *Avenue*, from \$ 3; *Merchants*, \$ 2¹/₂-3), with 8500 inhab., lies on the S. bank of the *North Saskatchewan River*, which is here navigable for light draught steamers. It is one of the centres of the fur-trade and of a considerable lumber-industry (large saw-mills), besides being the distributing point for a large area to the N. It is the principal station of the R.C.M.P. (p. 192) for Central and Northern Saskatchewan. There is an *Anglican Pro-cathedral* and a *R. C. Cathedral*. On a hill overlooking the town (*View) are *St. Alban's Ladies College* and a *Provincial Jail and Penitentiary*.

FROM PRINCE ALBERT TO NORTH BATTLEFORD, 131 M., C.N.R. (Can. North. Div.) thrice weekly in 10¹/₄ hrs. (fare \$ 4.50). — This line at first runs towards the W. to (29 M.) *Shellbrook* (Rail. Restaurant; pop. 530), whence a branch-line runs towards the N.W. through an important lumbering district to (57 M.) *Big River*, situated at the S. end of the long and narrow *Cowan Lake*. Beyond *Shellbrook* our line turns to the S.W. 64 M. *Blaine Lake* (Rail. Restaurant) and (82 M.) *Redberry* are both situated near two small lakes. At (117 M.) *Denholm* (p. 308) we join the main line from Winnipeg to Edmonton. — 131 M. *North Battleford*, see p. 308.

Another branch-line of the C.N.R. (G.T.P. Div.) runs from Prince Albert to the S. to (112 M.) *Young* (see p. 306).

b. Viâ Dauphin and Canora.

564 M. CANADIAN NATIONAL RAILWAYS (Can. North. Div.) in 2¹/₂ hrs.

From Winnipeg to (55 M.) *Portage-la-Prairie*, see p. 315. Our line here crosses the C.P.R. and bears towards the N.W.; at (83 M.) *Muir* (p. 318) it diverges to the right from R. 65c.

93 M. *Gludstone* (pop. 833; see p. 309); 107 M. *Plumas*. — 140 M. *McCreary* (902 ft.; p. 318); 157 M. *Makinak*, a French village. The country here is wooded and thinly-settled. From (164 M.) *Ochre River* (Imperial, \$ 2) a branch-line runs to the E. to (11 M.) *St. Rose du Lac*, whence an extension to the N. to Lake Winnipegosis (p. 319) is under construction. 3 M. to the N. of Ochre River lies Lake Dauphin (see below).

178 M. **Dauphin** (957 ft.; *King's*, *Hamilton*, from \$ 2¹/₂), a divisional point and distributing centre of some importance, with 3862 inhab., lies on the *Vermilion River*, just E. at the foot of the 'First Prairie Escarpment', which separates the flat floor of the glacial 'Lake Agassiz' (comp. p. 278) and the 'Second Prairie Steppe'. The line to Prince Albert viâ Hudson Bay Junction (R. 65c) diverges here to the N. To the S. extends the *Riding Mt. Forest Reserve* (ca. 1535 sq. M.). — About 10 M. east of Dauphin is *Lake Dauphin* (860 ft.), a sheet of

water 25 M. long and 8-12 M. wide (good fishing and some big-game hunting), which is drained by *Mossy River* (see p. 319).

198 M. *Gilbert Plains*; 207 M. *Grandview* (1437 ft.; pop. 846). Before reaching (233 M.) *Shevlin* we cross the *Shell River*. To the N. lie the *Duck Mts.* 240 M. *Roblin*. Between (252 M.) *Makaroff* and (257 M.) *Togo* we enter *Saskatchewan* (p. 287). Beyond (273 M.) *Cote*, a Dukhobor village (see p. 319) we pass through an Indian reservation to (279 M.) *Kamsack* (King George, \$ 3½), a divisional point (pop. 1600) on the Assiniboine River, where we change from Central time to 'Mountain' time (1 hr. slower; p. xli). *Island Lake*, ca. 14 M. distant, is a favourite summer-resort. — Beyond *Kamsack* the Assiniboine is crossed. 299 M. *Ross Junction* (see below).

303 M. *Canora* (Imperial, R. from \$ 1; Canora, \$ 2½-3; pop. 1400) is a local grain market with several elevators.

Canora is the junction of C.N.R. branch-lines to *Melville* and *Regina* (see p. 288), to *Swan River* (see p. 319), and to (42 M.) *Wroton* (p. 309) viâ (4 M.) *Ross Junction* (see above).

336 M. *Invermay* lies on the small *Stonewall Lake*. — 387 M. *Quill Lake* (Leland, \$ 3½) and (399 M.) *Watson* are stations for *Little Quill Lake* (70 sq. M.) and *Big Quill Lake* (163 sq. M.; p. 309) respectively, both situated to the S. and resorts of innumerable water-fowl.

425 M. *Humbolt* (Arlington, \$ 4-4½; Windsor, \$ 3½), a divisional point, with about 2000 inhab., is a growing trade centre. A branch-line to *St. Brieux* (p. 320) is under construction. *Humbolt Beach*, on (6 M.) *Waldsea Lake*, affords good bathing. — Beyond *Humbolt* we enjoy fine prairie views. The occasional ponds abound in ducks. 452 M. *Dana*; 461 M. *Howell*. The district to the N.E. of (469 M.) *Vonda* is mainly settled by French and Galicians. Beyond (485 M.) *Clarkboro* we cross the *South Saskatchewan River*. From (491 M.) *Warman* (pp. 308, 316) to (564 M.) *Prince Albert*, see pp. 316, 317.

c. Viâ Dauphin and Hudson Bay Junction.

555 M. CANADIAN NATIONAL RAILWAYS (Can. North. Div.) thrice weekly in 24½ hrs. (fare \$ 23.25, sleeper \$ 6; with buffet-observation car). This line traverses the newly-settled parts of Manitoba to the W. of *Lake Winnipegosis* (p. 319) and of N.E. *Saskatchewan*; and also makes connection with the new line which is intended to reach *Hudson Bay* (see p. 320).

From *Winnipeg* to (54 M.) *Portage-la-Prairie*, see p. 306. Our line here crosses the C.P.R. (R. 64c) and at (82 M.) *Muir* (p. 317) diverges to the left from R. 65b. 93 M. *Berton*. The railway then turns to the N. shortly before reaching (109 M.) *Hallboro*, the junction of branch-lines running S. to (27 M.) *Brandon Junction* (p. 315), and W. to (75 M.) *Beulah* viâ (27 M.) *Rapid City* (p. 285). — 115 M. *Neepawa* (see p. 309). 120 M. *Rosburn Junction* (p. 309); 126 M. *Eden*; 131 M. *Birnie*; 143 M. *Kelwood*. At (154 M.) *McCreary* (p. 317) we rejoin R. 65b which we follow as far as (191 M.) *Dauphin* (Rail. Restaurant; see p. 317). Our line here diverges to the N. and

runs through a wheat-growing district, partly settled by Galicians. Dukhobors (see below), and Scandinavians. — 208 M. *Sifton* (959 ft.).

FROM SIFTON TO WINNIPEGOSIS. 22 M., C.N.R. (Can. North. Div.) thrice weekly in 2 hrs. (fare 80¢. — The line runs to the N.E. through a district mostly settled by Ruthenians. 7 M. *Fishing River*; 12 M. *Fork River* (872 ft.). — 22 M. *Winnipegosis Hotel*, \$ 2 1/2, a little fishing town and summer-resort of about 500 inhab., popular also with hunters and anglers, is situated on *Lake Winnipegosis* \$28 ft., a huge sheet of water (120 M. by 27 M.; area 2086 sq. M.), near the mouth of *Mossy River* (see p. 318). At the S. end of *Snake Island*, about 1/2 M. to the E. of Winnipegosis, is a Government Fish Hatchery. Numerous salt wells occur near the W. shore of *Dawson Bay*, the large W. arm of the N. end of the lake.

Beyond Sifton the line bends to the left (N.W.). 224 M. *Ethelbert* (1126 ft.); 254 M. *Slater* (1149 ft.) on the S. branch of the *Duck River*, flowing into Lake Winnipegosis. 261 M. *Cowan*, on the N. branch of the *Duck River*. The line now curves to the W. 272 M. *Renwer*. — 293 M. *Swan River*, with 903 inhabitants.

FROM SWAN RIVER TO CANORA. 12 M., C.N.R. (G.T.P. Div.) in 5 1/4 hrs. (fare \$ 3.10). — This line runs to the W. along the *Swan River Valley* (see below). 8 M. *Kenville*; 16 M. *Durban*. Between (21 M.) *Imito* and (28 M.) *Arran* we enter *Saskatchewan* (p. 287). 37 M. *Pelly*; 47 M. *Norquay*; 54 M. *Hyas*. 68 M. *Sturgis*, whence the extension to *Hudson Bay Junction* (see below) on the N. is now under construction. 74 M. *Proceville* (Rail. Restaurant). The line now runs back to *Sturgis*, where it turns to the S. 88 M. *Tadmor*. — 102 M. *Canora*, see p. 315.

Swan River Valley was largely peopled by the 'Dukhobors', a Quaker-like sect of Russian settlers, of whom about 3000 settled in this region. In spite of their peculiar customs, to which they adhere with considerable tenacity, the men made good and thrifty farmers and came to be considered as desirable immigrants. In 1902 about 25 per cent of them undertook a singular religious march to Winnipeg, which had finally to be interrupted by force. A large number of the Dukhobors subsequently removed to British Columbia. Comp. 'A Peculiar People, the Dukhobors', by *Aylmer Maude* (London, 1905).

Beyond Swan River our line runs almost due N. About 20 M. to the E. of (314 M.) *Birch River* lies *Swan Lake* (855 ft.; area 84 sq. M.), while to the W. is *Porcupine Mt.* which the railway encircles in a large bend. 335 M. *Mafeking*. 343 M. *Baden* and (352 M.) *Powell* are named after the British general who distinguished himself in the Boer War. To the N. lies *Red Deer Lake* (875 ft.; area 86 sq. M.). The line now runs to the W. Between (363 M.) *Westgate* and (373 M.) *Roscoe* we pass the boundary of Manitoba and enter *Saskatchewan* (p. 287). — At (394 M.) *Hudson Bay Junction* (Hudson Bay, R. \$ 1 1/2) we change from Central Time to 'Mountain' Time (p. xiii).

FROM HUDSON BAY JUNCTION TO THE PAS. 88 M., *Canadian National Railways* (Can. North. Div.) thrice weekly in 5 1/4 hrs. (fare \$ 3.10, return \$ 5.20; through-sleeper from Winnipeg). — This railway runs towards the N.E. 9 M. *Wachee*; 18 M. *Cebu*; 27 M. *Chemong*. Beyond (43 M.) *Cantyre* we enter the province of *Manitoba* (p. 277). 51 M. *Turnberry*; 68 M. *Wastray*; 78 M. *Freshford*. — 88 M. *The Pas* (850 ft.; *Opasquia*, \$ 3; *Rupert*, R. \$ 1), an ancient H.B.Co.'s trading post and a station of the R.C.M.P. (p. 192), is a lumbering and market town (1859 inhab.), situated at the confluence of the *Pas* or *Pasquia River* with the *Saskatchewan* which here narrows to nearly 800 ft. It has come into prominence as the starting-point of the *Hudson Bay Railway* (see p. 320) which in all probability will help to increase the importance of the 'Northern Metropolis'. The town possesses a large *Lumber Mill*

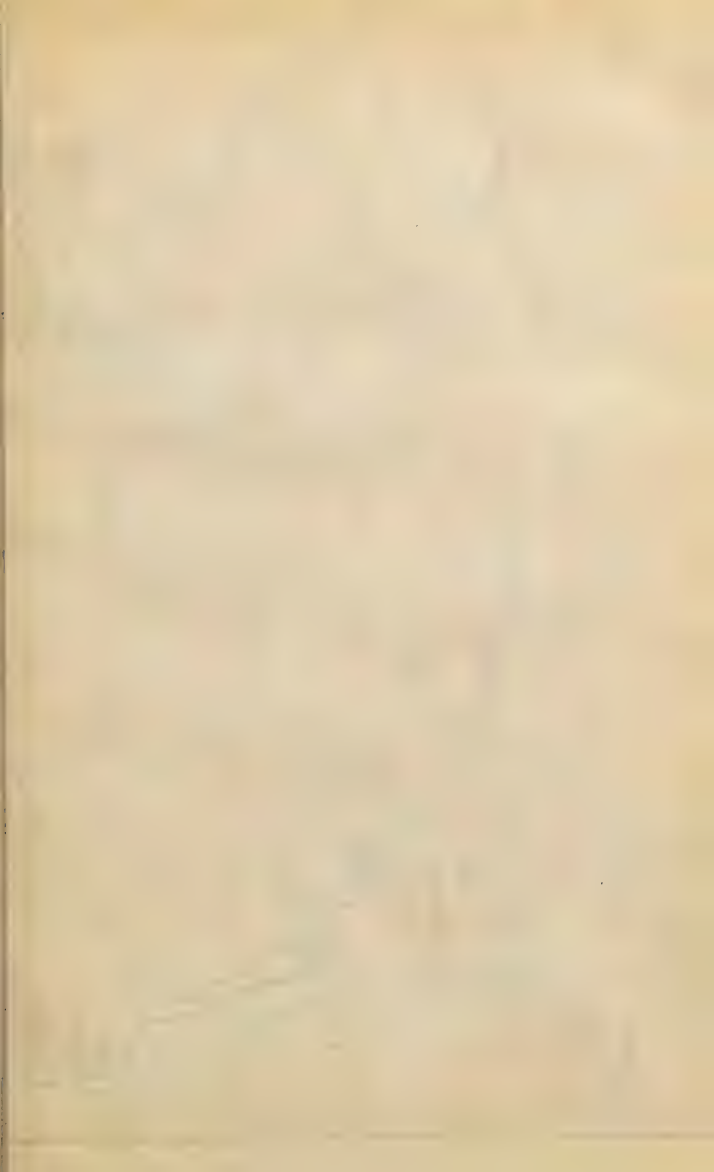
(500 hands), and the district abounds in fine timber. Near-by is an *Indian Reservation*. There is good fishing to be had in the adjacent lakes and rivers and the country around affords ample opportunities for big game shooting. Recently a large deposit of gold has been found at *Elbow Lake*, about 50 M. to the N. of The Pas.

A STEAMER plies several times weekly in summer between The Pas and *Cumberland House*, a H. B. Co.'s post on *Cumberland Lake* (870 ft.; 166 sq. M.), viâ the *Saskatchewan River*. The district to the N. of *Cumberland House* contains considerable copper ore deposits which are now being developed. — The venturesome canoeist may also descend the *Saskatchewan* to the H. B. Co.'s post at *Chemahawin*, on *Cedar Lake* (828 ft.; 284 sq. M.), whence he may reach *Lake Winnipegosis* (p. 319) by a short portage, or may continue his voyage to *Grand Rapids*, a H. B. Co.'s post on *Lake Winnipeg* (p. 282).

The *Hudson Bay Railway* was begun in 1911 with a view to creating a direct ocean route from the enormous wheat areas of the hinterland by way of one of the harbours on *Hudson Bay*. The ultimately selected terminus which was given preference to the formerly proposed harbour of *Fort Churchill* (at the mouth of the *Churchill River*, p. 314), is *Port Nelson* (comp. pp. 129, 283), one of the finest harbours on the bay, situated at the estuary of the *Nelson River* (p. 282). Great harbour improvements are now being carried out here, and railway terminals are under construction. The total length of the line is 424 M., of which about 334 M. have been completed to *Kettle Rapids* where the *Nelson River* is crossed by a large bridge; another bridge over the river is at (242 M.) *Manitou Rapids*, about 20 M. above *Split Lake* (410 ft.). The cost of the line, estimated at \$ 26,000,000, is to be borne by the Dominion Government. A partial train service is at present maintained from The Pas. — The distance to Europe by this new route instead of by the Great Lakes route (terminating in Montreal) will be considerably reduced; from *Saskatoon* (p. 316) to *Liverpool*, for instance, it would be only 3663 M. as compared to 4848 M., and the distance from Great Britain to E. Asia, viâ this route and *Prince Rupert* (p. 356), would be about 8000 M. or about half the mileage of the *Suez Canal* route. It is anticipated that profitable shipments of grain and other produce from Western Canada to Europe will be made viâ the *Port Nelson* route as navigation in the bay and in *Hudson Strait* (ca 450 M. long) is possible for at least four months of the year (mid-July to mid-Nov.). Comp. 'The *Hudson Bay Road* (1498-1915)', by A. H. de Trémaudan (London, 1915; 7s. 6d.).

A little to the E. of *Port Nelson*, on the N.W. bank of *Hayes River*, is *York Factory*, a H. B. Co.'s post, founded in 1682 as *Fort Bourbon* and renamed in 1684. It was repeatedly captured by the French, notably in 1697 after the defeat of a British fleet in *Hudson Bay* by *Pierre le Moyne d'Iberville*. The importance of the post, which was the starting-point of an inland water-route, gradually fell off with the prosperous development of *Fort Garry* (Winnipeg; see p. 277) as the new gateway to the West. Steamer to *Montreal*, calling at ports in *Hudson Bay* and in *Labrador*, see p. 129.

Beyond *Hudson Bay Junction* the line continues to run due W. through the region of the *Pasquia Hills*. Much of the country is wooded, and affords good big-game hunting. Most of the stations are unimportant. 453 M. *Crooked River*, a lumber centre; 467 M. *Tisdale*; 479 M. *Star City* (Queen's, \$ 2½). — 493 M. *Melfort* (Humbolt, \$ 3), a divisional point (pop. 1800), on the *Carrot River*, has a considerable lumber trade. A branch-line runs hence S. to (22 M.) *St. Brieux* (comp. p. 318). — Beyond *Melfort* the line bends towards the N.W. 511 M. *Kinistino*; 517 M. *Weldon*; 530 M. *Birch Hills*. At (538 M.) *Fenton* we cross the South *Saskatchewan* and bend towards the N. 555 M. *Prince Albert*, see p. 317.





The President's
Pres. B. H. H.

Twin Falls
T. H. H.

Yoho Falls
Y. H. H.

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Emerald Lake
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Burgess Pt.
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66. From Banff to Vancouver.

580 M. CANADIAN PACIFIC RAILWAY in 24 $\frac{1}{4}$ -25 $\frac{1}{4}$ hrs. (fare \$ 22.65; sleeper \$ 7.55, tourist-car \$ 3.80; dining-car, with meals à la carte). — Through-trains from *Calgary* to (442 M.) *Vancouver* in ca. 27 $\frac{3}{4}$ hrs. (fare \$ 26; sleeper \$ 8.60, tourist-car \$ 4.30); from *Winnipeg*, 1474 M., in 53 $\frac{3}{4}$ -61 hrs. (fare \$ 56.55; sleeper \$ 16.50, tourist-car \$ 8.25); from *Halifax* and *Montreal*, see p. 254.

This section of the Canadian Pacific Railway has probably grander and more varied scenery to show than any equal length of railway in the world. There is not a dull or uninteresting minute all the way from Banff to Vancouver, while the daily service of trains in each direction is so arranged as to pass the least beautiful part at night. In the long days of summer, however, the early riser need not miss very much. In the season the wild flowers add greatly to the attractions. Observation-cars are attached to the trains. Finger-posts along the railway point to the more conspicuous peaks. The traveler is strongly recommended to break this journey by stopping at least one night at *Lake Louise Station* (see below), one at *Field* (p. 325), and one at *Glacier House* (p. 331).

I. From Banff to Lake Louise.

35 M. CANADIAN PACIFIC RAILWAY in 1 $\frac{1}{4}$ -1 $\frac{1}{2}$ hr.

Banff, see p. 300. The train runs at first towards the W., through the swampy valley of the *Bow*, with the winding river to the left and the *Vermilion Lakes* (p. 304) to the right. Fine retrospects. Ahead rise *Mt. Bourgeau* (9517 ft.) and the other mountains enclosing *Simpson Pass*. We then turn to the right, and the ledge of *Pilot Mt.* (9680 ft.) becomes conspicuous in front (1-ft). To the right is *Hole-in-the-Wall Mt.* (9183 ft.), showing an enormous cave, about 1500 ft. above the track, with an opening 50 ft. in diameter and penetrating the Devonian limestone for about 50 yds. At (6 M.) *Sawback* (4537 ft.) we obtain a fine view of *Castle Mt.* (see below) on the right front. At (17 M.) *Castle Mountain Station* (4657 ft.), at the foot of *Castle Mt.* (8850 ft.), which towers to the right, the motor-road to *Windermere* (see p. 305) diverges to the S.W. To the left we now obtain, where openings in the woods allow, fine views of the grand *Bow Range*, including *Pilot Mt.* (see above), *Copper Mt.* (8500 ft.; these two behind us), *Mt. Deltaform* and others of the *Ten Peaks* (p. 323), and the imposing peak of **Mt. Temple* (p. 323). Near (25 M.) *Eldon* (4817 ft.) the whole range is in sight. To the right, beyond *Castle Mt.*, are the *Slate Mts.*, a fore-post of the *Sawback Range*.

35 M. *Lake Louise*.

Lake Louise District.

Lake Louise† (5037 ft.), formerly called *Laggan*, finely situated at the foot of *Fairview Mt.* (p. 323), is the terminus of the *Western Division* and the beginning of the *Pacific Division* of the railway. A monument was erected here in 1906 to *Sir James Hector*, the discoverer of the *Hector* or *Kicking Horse Pass* (p. 324) in 1858. In

† *Lake Louise* and the *Lakes in the Clouds* are included in the *Rocky Mts. Park* (p. 301).

front of us opens the *Upper Valley of the Bow*, between *Mt. Hector* (p. 324) on the right and the *Waputik Mts.* (p. 327) to the left. During the summer a Canadian customs official is stationed at Lake Louise.

Lake Louise is the station for a visit to the three LAKES IN THE CLOUDS, in the Bow Valley, an excursion which should not be missed. An electric narrow-gauge railway (open cars) runs from the station to (3½ M.) the *Château Lake Louise* (50 c.; hand baggage free, trunk there and back, 75 c.). There is also a picturesque trail and a good road (ca. 3 M.); ponies and carriages meet the trains. — **Lake Louise* (5670 ft.), 1½ M. long and ¾ M. wide, is magnificently situated in a large cirque at the base of the stupendous glacier-clad *Mt. Victoria* (p. 323). At the N. end of the lake stands the large *CHÂTEAU LAKE LOUISE* (C.P.R.; open June 1st-Sept. 30th, R. from \$2), where fly-fishers and other visitors may obtain accommodation and camping-outfits (ponies, etc., see below). A Swiss guide (p. 300) is also stationed here in summer for the use of mountaineers. One of the striking beauties of the lake is the various tints of green it shows in different lights and from different points of view. The brilliant wild flowers in the neighbourhood form another attraction. — From Lake Louise we may walk (round-trip of 3 hrs.) or ride (pony there and back \$ 1½) to (2 M.) *Mirror Lake* (so called from its wonderful reflections) or *Shadow Lake* (6655 ft.), situated at the foot of the *Beehive* (p. 323), whence a short climb up the slope of the mountain leads to *Agnes Lake* (6875 ft.; cabin). A fine cascade falls from Agnes Lake to Mirror Lake. Lake Louise abounds in small trout, but there are no fish in the other lakes.

EXCURSIONS FROM LAKE LOUISE. *Carriage* to *Moraine Lake*, 2 or 3 pers. \$5, 4 or 6 pers. \$6; '*Tally Ho*', \$2½ each pers. *Ponies* (return charges). to *Victoria Glacier* \$2; to *Moraine Lake* or to *Mirror Lake* and *Mt. St. Piran*, \$3; to the *Saddleback* \$2½. *Guide* with pony \$4 per day. — Comp. also *W. D. Wilcox's* '*A Guide Book to the Lake Louise Region*' (Washington, 1909).

A visit should be paid to the face of the stupendous **Victoria Glacier* and its tributary the *Lefroy Glacier*, 3 M. from the chalet and 650 ft. above it. A great part of the discharge of the glacier enters the lake under the débris of the moraine. A bridle-trail (pony, see above) leads from the château along the W. side of Lake Louise to (6 M.) the base of *Mt. Victoria* (p. 323). — One of the best short trips from Lake Louise is that to the (1½-2 hrs.) *Saddleback* (ca. 7500 ft.; cabin; pony, see above), which affords be combined with the ascent of *Fairview Mt.* or *Saldie Mt.* (p. 323).

a superb **View of Paradise Valley* with *Mt. Temple*. This excursion may A good road and a trail (carriage or pony, see above) run from the château to the glacial U-shaped *Valley of the Ten Peaks* and *Moraine Lake* (6190 ft.; chalet), situated 9 M. to the S.S.E., at the base of the serrated range known as the *Ten Peaks* (p. 323). From the lake a trail leads E. round a huge column of rock, known as the *Tower of Babel* (7580 ft.), to *Consolation Valley*, whilst another runs W. up the valley to the *Wenckhemna Glacier* and *Wenckhemna Pass* (5521 ft.). — Midway between Lake Louise and Moraine Lake diverges a bridle-path, rounding *Saddle Mt.* (p. 323) and ascending *Paradise Valley* to the (2 hrs. from the château) *Horseshoe Glacier*, enclosed on the W. (from N. to S.) by *Glacier Peak* (10,831 ft.), *Ringrose Peak* (10,755 ft.), and *Mt. Hungabee* (p. 323). On the N. side of the valley *Mitre Pass* (8300 ft.), between *Mt. Lefroy* (p. 323) and *Mt. Aberdeen* (p. 323), leads via the *Lefroy Glacier* (comp. above) to Lake

Louise. Across the head of the valley, on the S.E., are the "Giants' Steps" or *Giant Stairway*, a beautiful cascade tumbling over several rock terraces. About in the middle of Paradise Valley another trail branches off to the S. leading past the (1.) tiny *Lake Annette* and along the base of *Mt. Temple* (see below) to *Sentinel Pass* (8556 ft.), between *Pinnacle Mt.* (10,062 ft.; first ascended by Mr. J. W. A. Hickson, with Ed. Feuz, Jr., and Rud. Aemmer, in 1909) and *Mt. Temple*, whence it descends into *Larch Valley* and the *Valley of the Ten Peaks* (p. 322).

**Lake O'Hara* (p. 324) may be reached from *Lake Louise* via *Abbot Pass* (see below; early start desirable). From the pass there is a steep descent to *Lake Oesa* (see p. 324). Good walkers may go on from *Lake O'Hara* to *Hector* by the bridle-trail mentioned at p. 324 and return by railway. This is one of the grandest Alpine routes within easy access of a railway.

ASCENTS FROM LAKE LOUISE. *Whymper's Camp* (2-3 hrs.), the name given to the N. end of the rock-wall connecting *Mt. Whyte* with *Pope's Peak*. From *Lake Agnes* (p. 322) we cross snow and moraine direct to the foot of the wall, whence a straight rock-climb leads to the col. A guide is necessary for the inexperienced, as occasional falling stones occur. From the top good rock-climbing leads to the summits of *Mt. Whyte* (9786 ft.; $1\frac{1}{2}$ - $\frac{3}{4}$ hr. from the camp), and *Pope's Peak* (ca. 9500 ft.; $1\frac{1}{2}$ hr.), giving excellent practice-climbs. Beautiful views of the Lakes in the Clouds and surrounding peaks. *The Devil's Thumb* (8036 ft.) a spur of *Mt. Whyte* with a fine 'chimney', is also a good point of view.

Mt. Lefroy (11,220 ft.; 7-9 hrs.) was first ascended in 1897 by Messrs. *Norman Collie*, *H. B. Dixon*, *C. E. Fay*, *A. Michael*, *H. C. Parker*, *C. L. Noyes*, *C. S. Thompson*, and *J. R. Vandertop*, with *Peter Sarbach*. The ascent, which should be undertaken only under favourable conditions, is one for experts only. We follow the route to *Victoria Glacier* (see p. 322) from which we ascend through the *Death Trap*, a narrow gorge, to *Abbot Pass* (9578 ft.; fine view), between the precipices of *Mt. Lefroy* and *Mt. Victoria*, named after *Philip S. Abbot*, who was killed on the mountain in 1896. The early attempts were made up the S.W. face. Now the N. corner of the mountain is turned by an easy ledge, till the N.W. face is reached, which is then followed to the double-headed summit. Descent to the lake, 3-4 hrs.

Mt. Victoria (11,355 ft.; 7-9 hrs.) was first ascended in 1897 by Messrs. *N. Collie*, *C. E. Fay*, and *A. Michael*, with *Peter Sarbach*. The route follows the crest of the Continental Divide for a long way and affords splendid views. The lower rocks near *Abbot Pass* (see above) are first scaled, demanding caution from their friable nature, till the snow-arete is reached; and this is followed for the rest of the journey. The pioneers took 8 hrs. from the château to the summit, and over 5 hrs. for the return; but times must vary greatly according to the condition of the snow.

**Mt. Temple* (11,620 ft.; 5-6 hrs.), the highest peak in the district, was first ascended in 1894 by Messrs. *S. E. Allen*, *L. F. Frissell*, and *W. D. Wilcox*. A pack-horse and driver should be taken to the chalet on *Moraine Lake* (p. 322) and an early start should be made thence to secure good condition of snow, if the day is clear. The ascent is made in the hollow of the E. face in a fairly straight line from the chalet, with long scree and snow slopes and some moderate rocks, to a small couloir; thence the snow-arete is followed to the summit. Great care must be used in approaching the edge over *Paradise Valley* (p. 322) to the right, as it like the summit, is always heavily corniced. The View from the top is one of the grandest in the Rockies, extending from *Mt. Assiniboine* to *Mt. Columbia*, with *Sir Donald* dominating the *Selkirks* in the W. Descent to chalet easy (2-3 hrs.).

The *Beehive* (7430 ft.; 2 hrs.) and *Mt. St. Piran* (8681 ft.; 2 hrs.; pony, see p. 322), both affording excellent views, are ascended from *Agnes Lake* (p. 322). — *Mt. Shool* (9108 ft.), *Fairview Mt.* (9001 ft.; well-marked bridle-trail to the top, ca. 3 hrs.), *Saddle Mt.* (7983 ft.), and *Mt. Aberdeen* (10,310 ft.) may also be easily ascended by the skilled mountaineer.

The chief summits of the *Ten Peaks* are *Hungabee* or the *Chieftain* (11,447 ft.; first ascended by Prof. H. C. Parker, with C. and H. Kaufmann, in 1903), *Mt. Deltaform* (11,225 ft.; first ascended by the same party, with

Dr. Eggers, in 1903), and *Mt. Fay* (10,612 ft.; first ascended in 1904 by Miss Benham, with Hans Kaufmann).

The Upper Bow Valley, the district to the N. of Lake Louise, beyond the railway, also offers much of interest and beauty, including *Mt. Hector* (11,125 ft.; 7 hrs.; first ascended by Messrs. Abbot, Fay, and Thompson, without guides, in 1895), the fine *Hector Lake* (5694 ft.; 6 hrs.), fed from *Balfour Glacier* (glacier pass to Yoho Valley, p. 326), the beautiful *Bow Lake* (6420 ft.), and the *Bow Pass* (6868 ft.; 1½ hr. from Bow Lake), dividing the headwaters of the North and South Saskatchewan and affording a splendid view. *Mts. Columbia* (12,303 ft.), *Forbes* (12,002 ft.; the finest peak in the region), *Lyell* (ca. 11,950 ft.; the 'key-peak' of the region), and *Bryce* (ca. 11,750 ft.; a difficult and dangerous climb) are among the grandest peaks in the Rocky Mts. The first ascents of all these were made in 1902 by Mr. Outram and C. Kaufmann (with companions in the case of Mt. Forbes). The great glacier of Mt. Columbia is 200 sq. M. in extent.

II. From Lake Louise to Field.

Comp. Map at p. 321.

20 M. CANADIAN PACIFIC RAILWAY in 1¼ hr.

Lake Louise, see p. 321. Immediately beyond Lake Louise we cross and leave the Bow and ascend to the left along a tributary named *Bath Creek*. Looking towards the N.W. we see one of the first of the great glaciers visible from the railway, about 12 M. off and 1300 ft. above us. The summit of the railway-line (5326 ft.), marked by a rustic arch inscribed 'The Great Divide' and by a small lake (both to the left), is reached at (41 M., from Banff) *Stephen*. We here enter *British Columbia* (p. 364) and *Yoho Park* (see p. 326). We then at once begin the abrupt descent, passing (43 M.) *Hector* (5199 ft.) and the *Wapta Lake*, just beyond which, to the right, at right angles to the line, is the long, sharp, brown ridge of *Mt. Ogden* (8795 ft.), which the railway-men very appropriately call the *Broadaxe*.

From Hector a good bridle-trail (pony there and back \$ 3) leads to the S., along the well-named *Cataract Brook* (about 10 min. up which is a curiously perched boulder, forming a sort of loophole through which part of the stream foams) to (8 M.; 3 hrs.) *Lake O'Hara* (6664 ft.; *Wiwaxy Lodge*), which rivals Lake Louise in the grandeur of its Alpine scenery. On the N. rise the striking *Wiwaxy Peaks* (8860 ft.). About 1½ hr. to the E. of the lake lies *Lake Oesa* ('Ice Lake'; 7898 ft.), situated at the base of *Mt. Yukness* (9342 ft.) and frozen for 11 months in the year. The excursion to these lakes may also be made from either Lake Louise (comp. p. 323) or Field (comp. p. 326). — **Lake McArthur* (7359 ft.), enclosed on the E. by the horseshoe-shaped spurs of *Mt. Biddle* (10,836 ft.; first ascended from the S.E. through Prospector's Valley by Prof. H. C. Parker, with C. and H. Kaufmann, in 1903), 1½ hr. above Lake O'Hara on the S., is fed by a glacier and is full of icebergs. The outlet is through an underground passage, into which the water is sucked in a kind of whirlpool. Thence to *Ottertail*, see p. 326.

Ascent of *Cathedral Mt.* from Hector, see p. 327.

The wild and beautiful **Kicking Horse* or *Hector Pass*, which we now enter, is traversed by the foaming *Kicking Horse River*, dashing far below us to the right, while to the left tower the *Cathedral Crags* (p. 327) and **Mt. Stephen* (p. 327), the latter one of the noblest summits in the Rocky Mts. To the right opens a magnificent **View of the Yoho Valley* (p. 326), flanked by huge glacier-studded mountains. As we proceed, a green hanging glacier, 500 ft. thick, is

seen to the left, high up on the shoulder of Mt. Stephen. The works of Monarch Silver Mine are also seen on the side of Mt. Stephen, ca. 1000 ft. above us. We pass through a short tunnel, hug the base of the mountain, and enter the first *Spiral Tunnel* (3200 ft. long) under Cathedral Mt. Beyond this tunnel the line runs back to the E., across the Kicking Horse River, and passes through Mt. Ogden by another *Spiral Tunnel* (2910 ft. long).

The construction of these *Spiral Tunnels*, a remarkable feat of engineering completed in 1909 at a cost of \$1,500,000, was undertaken by the C.P.R. to avoid a series of numerous expensive snowsheds and reduce the steep grade from the pass into the Kicking Horse Valley from 4.4 to 2.2 per cent. Where four engines to a train were formerly required two are now sufficient, while the speed of trains has been quadrupled. The length of the track has been increased by about $4\frac{1}{4}$ M.

On emerging from the second tunnel we again cross the river to its left bank, which we now follow skirting the base of Mt. Stephen (p. 327). On the opposite side of the valley rises Mt. Field (p. 326). Two short tunnels are passed.

55 M. *Field* (Rail. Restaurant).

Field and Environs.

Hotels. *Mt. STEPHEN HOUSE, from \$4; EMERALD LAKE CHALET, see below.

Swiss Guides (see p. 300) and other guides (per day \$ $2\frac{1}{2}$, with pony \$4) as well as all equipments for mountaineering may be obtained at Field.

Carriages for 1-3 pers. per hr. \$2, up to 9 hrs. (not more than 22 M.) each hr. \$ $1\frac{1}{2}$; whole day (9 hrs.; not exceeding 22 M.), for 2-3 pers. \$7, 4 or 5 pers. \$8; to Natural Bridge and return, for 1-3 pers. \$ $2\frac{1}{2}$ (single ticket \$ $1\frac{1}{4}$); to Emerald Lake and return ($4\frac{1}{2}$ hrs.) \$4 (viâ Natural Bridge \$ $4\frac{1}{2}$); to Takakkaw Falls, for 2 or 3 pers. \$8, 4 or 5 pers. \$9; to Ottertail, for 1-3 pers. \$3, each addit. pers. \$1. — **Stage** to Emerald Lake Chalet \$1, viâ Natural Bridge \$ $1\frac{1}{4}$ (hand baggage free, trunk 50 c. each); 'Tally-Ho' to Takakkaw Falls, \$3 each person. — **Saddle Horse** to Fossil Beds on Mt. Stephen and return, \$3; by time, first hr. 75 c., each subsequent hr. 50 c., per day \$2.

Field (4064 ft.) is a divisional railway-station on the left bank of the Kicking Horse River, closely hemmed in by lofty and imposing mountains. On the one side is Mt. Stephen (p. 327), on the other rise the massive Mt. Field (p. 326) and Mt. Burgess (p. 326). Looking down the pass, towards the S.W., we see the *Van Horne Range* (p. 328) to the right. Field is another important mountaineering centre. Good fly-fishing may be had in the neighbourhood. At Field the time changes from the 'Mountain' to the 'Pacific' Standard (1 hr. behind; comp. p. xiii).

EXCURSIONS FROM FIELD (guides, carriages, etc., see above). Among the pleasantest of the shorter excursions from Field are those to the **Natural Bridge* across the Kicking Horse, reached by a good road (carriage, see above), and to the (2-3 hrs.; saddle horse, see above) *Fossil Beds* on Mt. Stephen (p. 327). — The Natural Bridge road (carriage, see above) leads on along the W. side of Mt. Burgess (p. 326) to (7 M. from Field station) **Emerald Lake* (4262 ft.), at the foot of Mt. Wapta (p. 326), where the *Emerald Lake Chalet* (C.P.R.; open from 1st July to mid-Sept., from \$5) has been constructed by the C.P.R. to facilitate excursions in the Yoho Valley (p. 326). Trout-fishing may be enjoyed in the lake, while grouse and partridge abound in its vicinity. A Swiss guide is stationed at Emerald Lake in summer.

***Yoho Valley.** This beautiful glacial U-shaped valley, with the environs of Field, has been made a national park (ca. 560 sq. M.), the E. boundary of which marches with the W. boundary of the Rocky Mts. Park (p. 301). It contains several camps. From Emerald Lake (p. 325) Yoho Valley is reached by the *Yoho Pass* (6020 ft.) to which a zigzag trail ascends. From the pass a good trail leads to *Yoho Lake* (5946 ft.) where it divides, the right branch leading to (1½ hr.) *Lookout Point*, with a magnificent view of the Takakkaw Falls (see below), while the left branch leads to *Twin Falls* (see below). — From Field the most striking points in the valley are accessible by a beautiful road (carriage, see p. 325). It crosses the Kicking Horse River and ascends along the N. side of the stream skirting the slope of Mt. Field round which it turns into the wooded *Yoho River Valley* to (ca. 14 M.) the **Takakkaw Falls*, 1248 ft. in height, with camps of the C.P.R. A trail leads hence farther up the valley past the *Laughing Falls* and the great *Wapta Glacier* to the curious *Twin Falls*, dropping vertically for 400 ft. and continued by a series of cascades (1 day from Field). The trip may be continued to the tongue of the *Yoho Glacier*, the source of the Yoho River, at the head of the valley, amid snow-clad peaks, such as *Mont des Poilus* (p. 327), *Mt. Collie* (p. 327), and *Mt. Balfour* (p. 327). The stream usually issues from a very fine ice-grotto. Near the glacier is a cabin.

A good road (fine views; carriage, see p. 325) runs from Field to (8 M.) *Ottertail* along the base of *Mt. Dennis* (p. 327) and in sight of the *Mt. Vaux Glaciers*. From a wooden bridge (700 ft. long), which we reach after about 6 M., a trail ascends the valley of the *Ottertail River* to (14 M.) *Lake McArthur* (p. 324). — The excursion to *Lake O'Hara* (1 day), a very fine trip, is made via the *Dennis Pass* (7408 ft.), between *Mt. Stephen* (p. 327) and *Mt. Dennis* (p. 327), and the *Duchesnay Pass* (8739 ft.). From the latter we descend through a beautiful valley between *Cathedral Mt.* (N.) and *Mt. Odaray* (S.) to the *Cataract Brook Valley*, where we join the trail mentioned at p. 324. The return may be made via *Hector* (comp. p. 324). — The *Hoodoos*, between *Mt. Vaux* (p. 328) and *Chancellor Peak* (p. 328), may be reached from Field in ½ day (trail from *Leancoil*, see p. 328). They consist of conglomerate pillars, up to 100 ft. high, capped by immense boulders. — A trail, beginning at the *Natural Bridge* (p. 325), ascends the *Valley of the Amiskwi River*, between the *Van Horne Range* (S.W.) and the *President Range* (N.E.), to (25 M.) the summit of the *Amiskwi Pass* (6535 ft.), which affords a fine view of *Mts. Forbes, Walker, Mummery*, and other giant peaks to the N., and also of the W. faces of *Mt. Baker, Mt. Collie*, and *Mont des Poilus*. The *Amiskwi Falls* (800 ft.), near the end of the valley (E. side) are very striking. The pass connects with *Blaeberry Creek* and the old *House Pass*, used in the early fur-trading days.

ASCENTS FROM FIELD. *Mt. Field* (8645 ft.; 3¼-4 hrs.) affords a good training climb. The route to *Burgess Pass* (see below) is followed to the N. to the top of the col, whence the bridle-path is taken to the right until directly under the summit, which is reached by a straight climb in about 1 hr., first over grass slopes, then over tiresome screes, and finally over good and easy rocks. The **Views of Mt. Stephen and the Cathedral*, full in face across the *Kicking Horse*, and of the *Yoho and Emerald Valleys on the N.N.W. and E.*, are magnificent. — In the W. slope of the mountain there is an interesting *Fossil Bed*, similar to that on *Mt. Stephen* (comp. p. 327).

Mt. Wapta (9106 ft.; 5-6 hrs.) may be combined with *Mt. Field* (3 hrs. more) by following the snow-field that joins it with the summit of *Mt. Field* till we reach the base of the rock-wall. *Messrs. James Outram and J. H. Scattergood*, with the guide *Christian Bohren*, who made the first ascent in 1901, forced a way straight up the face, a route for experts only. An easier way is found by skirting the base to a snow-bed in the hollow to the N.W., which leads over screes and then rocks, to the summit. The **View of the two valleys, the Takakkaw Falls, and the ice-field descending from Mt. Daly* (10,332 ft.) and *Mt. Niles* (9742 ft.) is very fine.

Mt. Burgess (8463 ft.; 4½-5½ hrs.) is ascended from the W. end of *Burgess Pass* (7150 ft.; fine view) which we reach by climbing up the wooded slopes of the mountain. The top affords an unsurpassed view of

Emerald Valley and Lake at the foot of a huge perpendicular precipice. The return may be made down the steep slopes facing the Kicking Horse River.

Mt. Stephen (10,485 ft.; 5-6 hrs., descent 3-4 hrs.), named after Lord Mount Stephen (1829-1921), first President of the C.P.R., is the favourite climb from Field. It was first ascended in 1887 by *Mr. J. J. McArthur*. Though easy to an adept it requires a steady head. We follow a marked path to the (p. 313 hrs.; saddle-horse, see p. 32.) *Fossil Beds* (interesting trilobites and brachiopoda) on the W. side, and then follow the series to the rocky arête that forms the sky-line as seen from the hotel. Here we obtain a sudden view into the grand amphitheatre to the right. The ridge of this is followed pretty continuously, with interesting rock-work and some giddy knife-edges and cliffs, to the summit-snows and the three cairns. The *View is superb, with the Selkirk Mts. (p. 31) to the W. and the immense snow-field marking the summit of the Rockies to the N. The Ottertail Group (p. 328) and Bow Range (p. 321) are also well seen, while Mt. Assiniboine (p. 305) is a noteworthy object to the S.E.

The **Cathedral** (10,454 ft.; 7-8 hrs.) which towers above the railway to the N.E. of Mt. Stephen, was first ascended in 1901 by *Mr. James Outram*, with the Swiss guides *J. Bossney* and *C. Klucker*. We follow the railroad to a point a little above the first tunnel and then mount the slopes at the base of the *Cathedral Crags* (10,073 ft.; p. 324) to the N.W. ridge. We next traverse screes at the base of the Crags to the last couloir before the precipices of the main peak. The couloir leads to the little col on the ridge connecting the Crags with the main peak. Hence the route leads to the right, and the summit is reached by steep snow and rocks. It is possible to combine the ascent of the Crags with the Cathedral in one long day, but both are for experts only, with good guides. A longer but easy route ascends from Hector station (p. 324) up the E. slopes to the col.

Mts. Duchesnay (9592 ft.), *Dennis* (8326 ft.), and *Odyssey* (10,165 ft.) are among the numerous minor peaks that may be climbed from Field, without the need of sleeping out even for a single night. — *Mt. King* (9156 ft.), one of the highest of the Van Horne Range (p. 328), also commands a splendid view and may be ascended from Field in 7-8 hrs.

The following peaks of the *Waputik Mts.*, none of which should be attempted alone or by novices, are ascended from the upper part of the *Yoho Valley* (comp. p. 326). — **Mont des Poilus** (10,361 ft.; 6 hrs., descent 5 hrs.), formerly known as *Mt. Habel*. The route followed by *Messrs. Edward Whymper* and *Outram* in 1901 led through trees and up the glacier to the col (ca. 8700 ft.), then over snow to the rocks of Mont des Poilus, then up the glacier on the S. side, and finally over easy rocks and snow. Extensive panorama, especially to the N. and N.W. — **Mt. Collie** (10,315 ft.; 6½ hrs., descent 4¼ hrs.), adjoining Mont des Poilus on the N., commands a similar view. It was first ascended by the same party on Aug. 19th, 1901. — The **Trolltinderne** (9414 ft.), on the E. of the upper end of Yoho Valley, so called from their fancied resemblance to the Norwegian peaks of that name, took the same party 4½ hrs. (return 2½ hrs.) and afford a fine view of the neighbouring *Mt. Balfour* (10,731 ft.). — Other first ascents made in this district by *Mr. Outram* in 1901 were *Kinetinok Peak* (9512 ft.; 3 hrs. from camp), the *President* (10,287 ft.; 3 hrs.; good views), and *Angle Peak* (ca. 9800 ft.; 3 hrs.). *Mr. Outram* was also the first to traverse *Balfour Pass* (ca. 8400 ft.), a fine glacier-pass, leading from Yoho Valley to *Hector Lake* and the *Bow Valley* (p. 324). — **Mt. Mummery** (10,908 ft.), about 12 M. to the N.W. of Mont des Poilus, above the *Blueberry Pass*, was first ascended on Aug. 10th, 1906, by *Messrs. R. Walcott, W. R. Peabody, and S. Cabot*, with *C. Kaufmann* and *G. Feuz*. It commands a splendid distant view of the Selkirk Range.

III. From Field to Glacier.

85 M. CANADIAN PACIFIC RAILWAY in 3¼-4 hrs.

Field, see p. 325. Beyond Field the line continues to descend through the valley of the Kicking Horse. To the right opens the

Amiskwi Valley (p. 326) and farther on, the *Otterhead Creek Valley*. We then cross the *Ottertail* (*View to the left) and reach (63 M., from Banff) *Ottertail* (3696 ft.; road to Field, see p. 326). The line now runs through the narrow valley between (r.) the *Van Horne Range*, the most prominent summits of which are *Mt. Deville* (9484 ft.) and *Mt. King* (see p. 327), and (l.) the *Ottertail Group*, culminating in *Mt. Goodsir* (S. Tower 11,676 ft., first ascended by Prof. Fay and Prof. Parker, with Häslér and C. Kaufmann, in 1903; N. Tower 11,555 ft., first ascended by Messrs. J. P. Forde and P. D. McTavish, with E. Feuz, Sr., in 1909) and the glacier-scarred *Mt. Vaur* (10,881 ft.; first ascended by Messrs. Outram, Fay, and Scattergood, with Häslér, in 1901). Fine retrospects. In front are seen the magnificent peaks of the *Beaverfoot Range* running from N.W. to S.E. To the right projects the long gradual slope of *Mt. Hunter* (8652 ft.). Opposite the towering mass of the precipitous *Chancellor Peak* (10,751 ft.; first ascended by Messrs. Outram, Scattergood, and Weed, with Häslér, in 1901) the line leaves the river, turning abruptly to the right (N.W.) round *Mt. Hunter* to (72 M.) *Leancoil* (3682 ft.).

From Leancoil a trail leads towards the S.E. to the magnificent **Wapta Falls*, about 75 ft. high and 200 ft. wide, formed by the Kicking Horse River a little below its junction with the *Beaverfoot River*. — The *Hoodoos* (p. 326) may also be reached from Leancoil by a bridle-trail (3 M.).

Beyond Leancoil the railway again joins the Kicking Horse River flanked on the N. by *Mt. Hunter* and on the S. by the *Beaverfoot Range* and descends the **Lower Kicking Horse Cañon*. Near (77 M.) *Palliser* (3288 ft.) we leave *Yoho Park* (see p. 326). The train now passes repeatedly back and forward over the whirling torrent and at places breaks through the angles of the lofty hemming cliffs by short tunnels. The finest part of this wonderful echoing cañon is the lower end, near (90 M.) *Golden* (2583 ft.; *Queen, R.* from \$ 1; *Columbia*, \$ 4; *Russell Ho.*, \$ 2½-3; *Rail. Restaurant*), attractively situated at the point where the Kicking Horse enters the *Columbia*. The thriving little town (pop. 1000) is mainly occupied with lumbering (large saw-mills) and mining. It is the gateway to the *Columbia* and *Kootenay Valleys* (comp. below).

Those who are not pressed for time should avail themselves of one of the opportunities mentioned below and make the détour through the beautiful **Columbia Valley* which ascends from Golden towards the S.E. between the *Rocky Mts.* on the E. and the *Purcell Range* on the W., with some of the finest river scenery in the province. Geographically the *Columbia Valley* as far N. as the apex of the great bend of the river (comp. p. 331) forms part of the so-called *Rocky Mountain Trench*, an intermont depression extending from *Flathead Lake* in Montana to the *Yukon boundary*, a distance of 990 M., thus delimiting the *Rocky Mts.* in the W. Parallel to this trench on the W. runs the *Purcell Range*, the easternmost of the middle ranges of the *Canadian Cordillera*, extending from the influx of the *Beaver River* into the *Columbia* southwards to the loop of the *Kootenay River* (see p. 344) in the United States (about 240 M.), while on the W. towards the *Selkirk Range* (see p. 331) it is defined by the '*Purcell Trench*', formed (from N. to S.) by the valleys of the *Beaver*, *Duncan*, and *Kootenay Rivers* (including the *Kootenay Lake*, p. 346). The topographical conditions of the *Purcell Range* are similar to those of the *Selkirks*, and recently the

range has attracted considerable attention on account of its first-class mountaineering (comp. below). The access to some regions by means of the valleys which drain from the main watershed of the range E. to the headwaters of the Columbia and W. to those of the Kootenay is greatly facilitated by several roads and trails which have been constructed owing to the mining activity in these districts. — The trout-fishing in the Columbia and its tributaries is excellent, and there are good opportunities for hunting (deer, deer, etc.) and shooting (ducks, geese, grouse, and prairie chickens).

FROM GOLDEN TO WINDERMERE BY STEAMER, 100 M. The steamers which ply on this route regularly in summer afford perhaps the most pleasant means of enjoying the singular beauty of the wooded valley and the grand views of the mountains which rise at some distance on both banks. The chief intermediate places called at are *Spillimacheen* (see below), opposite the mouth of the *Spillimacheen Valley*, in a gold and silver mining region; *Galen*; *Bristow*, beyond which the valley, interspersed with open prairie spaces, begins to be a long (6-10 M.); *Sinclair* (p. 305); and *Invermere* (Hotel, \$2), where the steamer enters the narrow *Windermere Lake*, a charming sheet of water, about 11 M. long. Invermere is a sporting-resort (see links) with mineral springs and a Dominion experimental station (1912; 53 acres) — 100 M. *Windermere* (Hotel, \$2-2½; rail station, see below), prettily situated on the E. bank of the lake, may be made the starting-point of some of the ascents in the *Purcell Range* (comp. p. 328 and below) and of several pleasant excursions, such as via *Toby Creek* to *Paradise Mine* (see below), whence a short climb leads to a magnificent viewpoint; to *Fanned Hot Springs* (calcium carbonate); to *Sinclair Pass* (p. 305), with a hot sulphur spring; or to the *Fishing Lakes*.

From *Paradise Mine* (see above) *Mt. Nelson* (19,772 ft.), so named by David Thompson (see below) in 1807, situated about 17 M. to the W. of *Windermere*, was first ascended by Mr. C. D. Little in 1910. Among other peaks in this district of the *Purcell Range* between *Toby Creek* and *Horseshief Creek*, the next tributary of the Columbia towards the N., are *Mt. Sir Charles* (ca. 10,800 ft.), first ascended in 1913 by Messrs. Harnden and Phelps; *Jumbo Peak* (ca. 11,125 ft.), at the head of the S. branch of *Horseshief Creek*, first ascended in 1915 by Mr. and Mrs. W. E. Stone, Mr. and Mrs. MacCarthy, and Mr. H. O. Friend, with Conrad Kain; *Mt. Farham* (11,075 ft.) and its precipitous *Tower* (10,550 ft.), both first ascended in 1914 by Mr. and Mrs. MacCarthy, with Conrad Kain; *Polypine Peak* (10,076 ft.), at the head of the N. branch of *Toby Creek*, first ascended in 1914 by Messrs. McCoubrey and P. R. Kerr, with E. Feuz. — *Pearl Grey Pass*, formerly known as *Wells Pass*, which is feasible also for horses, leads from the source of *Toby Creek* over the watershed into the Kootenay Valley. — For the automobile road from *Windermere* to *Banff*, etc., comp. pp. 305, 330.

FROM GOLDEN TO FORT STEELE AND COLVALLI, 167 M., C.P.R. To *Lake Windermere*, where the night is spent under present conditions, in 4¼ hrs., thence to *Colvalli* in 6½ hrs. (through-fare \$ 6.89). — This picturesque line runs at first along the E. side of the *Columbia Valley* (see above). 4 M. *Nicholson*; 23 M. *Parson*. 41 M. *Spillimacheen* (see above). Beyond (59 M.) *Edgewater* the line crosses to the W. bank of the Columbia River. 74 M. *Lake Windermere*, the station for *Windermere* (see above). 83 M. *Rushmere*. Near (90 M.) *Radium* we reach *Columbia Lake* (2700 ft.; 14 M. long), the source of the Columbia River, which was discovered by David Thompson (1770-1857, comp. p. lxviii), the official geographer of the North-West Fur Co. (p. 279), known for his 'Map of the North-West Territory of the Province of Canada' (1813-14). The train runs along the W. bank of the lake. 98 M. *Columbia Lake*. 103 M. *Canal Flat*, at the S. end of the lake, near which is an interesting prehistoric rock painting depicting a battle. The railway now crosses the low watershed between the Columbia and the *Kootenay River* (p. 344), which approaches the lake to within 1½ M. at *Canal Flat*, and runs along the W. side of the valley. 121 M. *Skookum-chuck*, called after the small river of that name. Before reaching (131 M.) *Wasa* we cross to the E. bank of the Kootenay which we follow to (144 M.) *Fort Steele* (Imperial, from \$ 2½; Windsor, \$ 2; see p. 330), a prosperous mining

town, with ca. 300 inhab., picturesquely situated at the confluence of the Kootenay River and the *Wild Horse Creek*. Beyond Fort Steele the line continues to skirt the E. bank of the Kootenay. At (158 M.) *Bull River* the river of that name is crossed. — 167 M. *Colvalli*, see p. 298.

A picturesque MOTOR ROAD runs from Golden through the Columbia Valley to (180 M.) *Cranbrook* (p. 298) viâ *Sinclair*, *Windermere* (p. 329), and *Fort Steele* (p. 329). At Sinclair this road is joined by the motor-road from *Banff* (comp. p. 305). — Beyond Fort Steele another road diverges from the Cranbrook road to the left (45 M. from Fort Steele) *Elko* (p. 297), whence a good road runs viâ *Crowsnest Pass* (p. 297) to (123 M. from Elko) *Macleod* (p. 296) and (232 M.) *Calgary* (p. 292).

Beyond Golden our line turns abruptly to the right (N.) and descends the open valley of the Columbia, here dividing the Rocky Mts., on the right, from the *Purcell Mts.* (comp. p. 298), the fine outlines of which now rise to the left. The light-green stripes mark the paths of avalanches (comp. p. 372). Beyond Golden, to the right of the line, we see the Swiss chalets of *Edelweiss*, the colony of the Swiss guides employed by the C.P.R. 96 M. *Moberly* (2553 ft.). Several saw-mills are passed. 106 M. *Donald* (2579 ft.).

Beyond Donald we cross the Columbia and thread a narrow rocky gorge, with the river flowing furiously to our right. Emerging from this ravine at (118 M.) *Beavermouth* (2483 ft.), we turn abruptly to the left (S.), quit the Columbia, pass through the **Beaver Gate*, and ascend rapidly on the left bank of the impetuous *Beaver River* (comp. p. 328). The strata of Pre-Cambrian quartzites are at right angles to the course of the stream and absolutely vertical. Most of the gigantic trees with which the hills on the opposite bank were clothed have been burned. At (123 M.) *Rogers*, at the bridge over the *Mountain Creek*, and farther on, we have good views to the W. of several peaks of the **Selkirk Range*, dominated by the Matterhorn-like *Sir Donald* (p. 334), the mountains to the E. belonging to the *Purcell Range*. Beyond Rogers the line enters **Glacier Park*, a National Park (comp. p. 301) comprising 468 sq. M., with some wonderful mountain-scenery. Numerous side-torrents are crossed, including the *Stony Creek* and the wooded gorge of the *Bear Creek* (see below). After skirting the base of Mt. Macdonald (p. 335) for about 2½ M. the line turns to the S.W. leaving the valley of the Beaver and enters the **Connaught Tunnel* which pierces the Selkirks in a straight line for a distance of about 5 M. and was constructed to provide easier gradients for the line. The summit of the tunnel, situated towards its W. exit is 3787 ft. as compared to 4361 ft. of the old line which led through Bear Creek Valley (p. 334) and Rogers Pass (p. 332). — On emerging from the tunnel we soon reach —

140 M. *Glacier* (3778 ft.), in the valley of the *Illecillewaet* (pron. 'Illysillywat'), whence a road leads to (1½ M.) *Glacier House* (p. 334).



Glacier House and Glacier Park (Selkirk Range).

Hotel. GLACIER HOUSE, a well-kept hotel of the C. P. R., in a fine situation, 1½ M. from the railway-station by carriage-road, open from July 1st to Sept. 15th, from \$5.

Swiss Guides (see p. 300; \$5 per day) and all requisites for mountain-climbing may be obtained at Glacier House, but mountain-climbers should be provided with strong and well-nailed boots.

Pony Tariff: per day \$3. Return-charges to the Illecillewaet Glacier (p. 332; 2 hrs.) \$1; to the Asulkan Glacier (p. 333; 4 hrs.) or to Marion Lake (p. 332; 4 hrs.) \$2; to Overlook on Mt. Abbott (p. 332; 1 day) \$3; to Summer House (p. 332; 3 hrs.) \$1½; to the Nakuinu Caves (p. 333; return over Baloo Pass) \$5.

Glacier House (4086 ft.) is magnificently situated in the heart of the Selkirks, more especially of *Glacier Park* (see p. 330), near the foot of the Illecillewaet Glacier (see p. 332). Every traveller should spend at least one day here; and the lover of fine scenery and the mountain-climber will find strong inducements to prolong their stay. Immediately opposite the hotel is a pretty *Cascade*, descending from a height of about 1200 ft. through the trees on the lower part of *Avalanche Crest*. To the right of this rise *Eagle Peak* (p. 336) and *Sir Donald* (see p. 334), while farther to the right is the Glacier. To the left, as we stand with our backs to the hotel, is *Mt. Cheops* (p. 334), and to the right of this is the fine *Hermit Range*. Behind the hotel is the heavily-timbered *Mt. Abbott* (p. 332). The annual snow-fall at the Glacier House averages 36 ft., and the annual rain-fall 13 inches. The beautiful yellow *Erythronium giganteum* is often found at Glacier, shooting its leaves through the snow.

The **Selkirk Range* adjoins the *Purcell Range* (see p. 324) on the W., from which it is separated by the 'Purcell Trench'. On the N. it is enclosed by the great bend of the *Columbia River* and on the W. by another trench formed by the wide valley of this river which runs to the S. for a distance of over 300 M. into the United States and includes the long chain of the *Arrow Lakes* (p. 343). It is composed of a complexity of minor ranges possessing deep forest-clad valleys and rising to rugged peaks adorned by silvery white snow-fields and glaciers. The forests, owing to the greater moisture deposited on the Selkirk Range, are more luxuriant than those in the Rockies, and for a similar reason the snow-fields and glaciers are more extensive. The scenery, consequently, is superb, and as the mountains are not of such stupendous magnitude as to preclude exploration by the ordinary tourist there are few regions in the world where the lover of the picturesque can make more delightful excursions. At the same time, there are peaks to be scaled and glaciers to be traversed which will call forth the best abilities of the mountaineer. The patient and persevering sportsman may get bears and wild goats. The artist and the botanist have a magnificent field to work in, and the climate is unsurpassed of its kind.

The following sketch of excursions among the Selkirk Mts. was originally prepared for the first edition of this Handbook by the late *Rev. William Spotswood Green* (d. 1919), author of 'Among the Selkirk Glaciers' (1890), but has since been considerably expanded with the aid of *Mr. A. O. Wheeler* (p. 302), *Mr. W. S. Jackson* (p. 302), and other mountain-climbers. The admirable work by Mr. Wheeler, entitled 'The Selkirk Range' and published by the Dominion Government (1905-6; illus. and with excellent maps), should be consulted by everyone interested in the district. Comp. also *Howard Palmer's* 'Mountaineering and Exploration in the Selkirks' (illus.: London & New York, 1914; 21 s.), *A. O. Wheeler's* 'The Selkirk

Mountains: a Guide for Mountain Climbers and Pilgrims' (Winnipeg, 1912; \$1½), and A. P. Coleman's 'Glaciers of the Selkirks and Rockies' (Ottawa, Dept. of the Interior, 1916).

EXCURSIONS FROM GLACIER HOUSE (guides and ponies, see p. 331). The fine *Illecillewaet* or *Great Glacier* will no doubt be the first object aimed at on arrival at Glacier House. About ½-¾ hr. will suffice for a walk along the well-made track from the hotel to the foot of the glacier. The path (sign-posts) leads to the right (S.) and crosses the stream from the *Asulkan Valley*. It then traverses the scene of an enormous avalanche, of the force of which a lively idea is obtained from the manner in which huge trees have been overthrown, tossed about, and piled up one upon another. Farther on we cross the glacier-torrent, follow its right bank, and soon leave the shade of the forest. The path now forks. The branch to the right leads across the shingle-flats to the lower end of the glacier, where the stream may be seen issuing from beneath the ice. Caution should be exercised here, as during the heat of the day stones detached by the melting of the ice often roll down the glacier and fall off at its lower end. — Returning to the point where the path forked we may make a prolonged excursion up the mountain-side, above the glacier. The path ascends through alder-scrub and banks rich in wild-flowers, and commands fine *Views of the glacier-filled valley. The circle of mountain peaks, which, with immense precipices, curtail the outlook from Glacier House, will attract deep interest. On the side of the *Illecillewaet* valley are *Mt. Cheops* and the *Hermit Range*; on the N. and E. *Avalanche Mt.*, *Eagle Peak*, and *Mt. Sir Donald* rise in great magnificence. The white snow-field or névé of the *Illecillewaet Glacier* forms the sky-line to the E.

A well-made and easy trail, beginning at the back of the hotel, ascends through dense forest and over flowery slopes of green to (ca. 1½ hr.) **Marion Lake* (5665 ft.), a placid little tarn on the N. face of *Mt. Abbott*, reflecting the forest and mountain-peaks to perfection. A path indicated by a board to the right ascends hence to (5 min.) **Observation Point* (5750 ft.), the view from which, one of the most noteworthy accessible to ordinary tourists, includes *Sir Donald*, the gleaming *Illecillewaet* far below, *Rogers Pass Village* (near the head of the pass), and the serrated, snow-clad, glacier-hung *Hermit Range*, meeting the sky-line on the N.

A good bridle-trail has been constructed to the top of the timber-line on *Avalanche Mt.* (9387 ft.) and to the foot of the final rocky cone. The top is reached from the Glacier House in 6 hrs. (return 3 hrs.) and commands a splendid *View, including at least 100 glaciers. On this trail is the *Cascade Summer House* (5252 ft.) affording a good view of the Cascade (p. 331).

An easy and pleasant walk may be taken by a fine pony-trail (superb *Views) along the *Bear Creek* (p. 330) between (r.) *Avalanche Mt.* (see above) and (l.) the vast pyramid of *Mt. Cheops* (p. 334) to (4 M.) *Rogers Pass* (4302 ft.), enclosed by the mighty walls of *Mt. Tupper* (9222 ft.; p. 335), with its bold crags, on the N., and the striking peak of *Mt. Macdonald* (9482 ft.; p. 335) on the S. The pass was named in honour of Major A. B. Rogers, the American engineer who in 1881 discovered the only feasible pass across the Selkirks. From *Rogers Pass* to *Rogers Amphitheatre* or to the *Nakimu Caves*, see pp. 335, 334.

The following five EXCURSIONS may be made in one day each by fairly good walkers making an early start.

1. ASCENT OF *MT. ABBOTT* (4-5½ hrs.). No single excursion gives a recently arrived visitor such an intimate acquaintance with the district as this. From the hotel to (ca. 1½ hr.) *Marion Lake*, see above. The path now leads to the left, along the shore of the lake. The mountain rises to a long rocky ridge in steep precipices, up which, however, there are several practicable lines of ascent. The easiest will be found by bearing away to the right. On striking the ridge it may be followed along to the S. The *View from the top of *Mt. Abbott* (8081 ft.) is a complete panorama of the surrounding peaks, including *Mt. Bonney*, rising from its glacier to the S.W., *Sir Donald* to the E., and the peaks of the *Dawson Range*, showing over the

nearer glacier-clad ranges to the S. To the N., 4000 ft. below us, is the deep ravine through which the Illecillewaet river winds.

2. GREAT SNOW-FIELD OF THE ILLECILLEWAET GLACIER. This expedition should not be undertaken by those quite unacquainted with the dangers of glacier-travel unless under proper guidance. The ascent is made along the path leading to the glacier and continued up the steep moraine on the right bank of the ice-fall. As we approach the mountain-spur coming down from the direction of Sir Donald some few steps may have to be cut if the snow is not in good order for walking, but in 4-5 hrs. from the hotel the upper snow is reached at *Perley Rock* (7873 ft.), and by avoiding the crevasses which exist we may cross its undulating surface and from any of the small eminences which bound it on the E. obtain a magnificent view of the Dawson Range, the Prairie Hills, and Bald Mt. beyond Beaver River. Ample time should be allowed for the return-journey, as the snow-slopes may require more care in the afternoon than in the morning.

3. THE ASULKAN PASS (10-12 hrs. there and back). The valley leading to this pass is one of the gems of the district and is reached from the hotel by a good bridle-path. The path (no guide necessary to the foot of the glacier), after traversing a forest-clad ravine and crossing the river more than once, enters a wide amphitheatre where grassy levels, sombre forests, and precipices down which innumerable sparkling cascades plunge from the snow-slopes and glaciers above, combine to form a perfect fairy-land of beauty. At (2 hrs.) the upper end of the valley the track climbs a steep mountain-spur, and leaving the forest the traveller is confronted by the high moraine of the *Asulkan Glacier*. Marmots abound, and their shrill cries of alarm may be heard on all sides. Flowers such as the bright red *Castilleja miniata* give brilliance to the scant vegetation, which disappears altogether ere the ice is reached. The glacier must now be crossed, dangerous crevasses avoided, and the ascent continued to the *Asulkan Pass* (7716 ft.). The *Dawson Range*, with *Mts. Fox* and *Donkin* (p. 335) as outliers, is immediately in front. The *Geikie Glacier*, the main source of the large *Incomappleux* or *Fish River*, fills the deep ravine below. Mountain-goats may be met with on the slopes on the S. side of the pass.

**Glacier Crest* (7419 ft.; 1½ day), to which a winding path diverges from the Asulkan trail (see above) to the left, commands a close and magnificent view of the Illecillewaet and Asulkan glaciers.

4. THE NAKIMU CAVES. A beautiful road (pony, see p. 331), leads to the W. from the Glacier House along the Illecillewaet River to (ca. 4 M.) the *Cougar Water Tank*, whence a trail ascends the *Cougar Valley* to (ca. 7 M. from the Glacier House) the *Nakimu Caves* (Indian for grumbling) or *Caves of Cheops* (camp, ca. 5800 ft.; guide), extending below the slopes of *Mt. Ursus Major* (8930 ft.) and *Mt. Cheops* (p. 334) on the N. and of *Mt. Cougar* (p. 334) on the S. These caves, discovered by Mr. Ch. H. Deutschman in 1904, form a series of underground passages, probably due to solution and mechanical erosion of Cougar Creek. The rock consists of crystalline Pre-Cambrian limestone, mainly of a dark-blue colour. The walls of the caves are often covered with a florescent deposit of carbonate of lime resembling the heads of cauliflowers. Beautiful effects are produced by lighting up some of the chambers, and the roar of Cougar Creek and the subterranean falls, which has given the name to the caves, is very impressive. Among the most interesting points are the caves situated in the E. or *Gorge Series* which extends for about 400 yds. in a S.E. direction from the N. end of the *Gorge* or *Canyon*, 300 ft. long and 50 ft. wide, across which lead two natural bridges. This series includes the *Marbleway* leading to the *Pit*, a circular chamber (20 ft. in diameter), rising like a funnel through the solid rock to a height of 120 ft. and containing a curious slab with a cross, perfect as if cut by a chisel; the *Art Gallery*, the *Carbonate Grotto*, the *White Grotto*, and the *Bridal Chamber*, all with beautiful incrustations; and the *Judgment Hall*, probably the largest chamber, measuring 200 by 20 ft. and up to 50 ft. in height. The *Avernus*, with a waterfall, belongs to the W. or *Gopher Bridge Series* of the caves where Cougar Creek runs for about 450 ft. below ground. Immediately to the N. of the entrance to

these caves are the *Gopher Falls*, two little cascades which farther on join the Cougar Creek by a subterranean passage. The central or *Mill Bridge Series*, which Cougar Creek approaches by the 'Flume', a narrow channel about 350 ft. in length, comprises the *Auditorium* (60 by 70 ft.) and the *Corkscrew*, a looping passage with curious pot-holes. — The *Upper Cougar Valley* to the W. of the caves, affords splendid mountain-views. The stream here forms several pretty cascades, and at the head of the valley are some interesting ice-grottoes below the *Cougar Glacier*. The valley abounds in lovely wild flowers and harbours numerous marmots, gophers, and little chief hares or pikas (*Lagomys princeps*).

From the camp (see p. 333) *Cougar Mt.* (7882 ft.) is reached by an easy climb of 2 hrs., and *Mt. Cheops* (8506 ft.), with an extensive panorama, may be ascended in 3½ hrs. For the ascent of *Mt. Bagheera*, see p. 336.

The return from the Caves to the Glacier House may be made via the *Bear Creek Valley* (see below).

5. **BEAR CREEK VALLEY.** From *Rogers Pass* (see p. 332) a trail ascends this beautiful valley and leads via *Bulow Pass* (6681 ft.; fine view) to (ca. 10 M. from the Glacier House) the *Nakimu Caves* (p. 333). — *Mt. Grizzly* (9061 ft.; ca. 9 hrs. from the Glacier House), which was first ascended in 1901 by Rev. J. E. Bushnell and Dr. A. Eggers, is easily climbed from the Bear Creek trail, and this route may be combined with a visit to the Caves by passing the night in the camp there.

ASCENTS. The higher mountain-peaks of the Selkirk Range must be attempted only by those who have had considerable experience in mountain-climbing.

MT. SIR DONALD (for experts only; guide indispensable). On July 26th, 1890, the first ascent of *Mt. Sir Donald* (10,808 ft.), named after the late Sir Donald Smith (Lord Strathcona), was accomplished by *Messrs. Huber and Sulzer*, of the Swiss Alpine Club, accompanied by a packer from Donald named *Cooper*. They started from a camp below the cliffs of the mountain facing Glacier Crest, and, ascending by the small glacier to the S.W. of the peak, crossed over to the S.E. ridge of the mountain, by which they reached the summit in 6½ hrs. from their camp. The ascent has since been made several times, on four occasions by ladies (*Mrs. Berens, Miss Raymond, Miss Benham, and Miss Tuzo*). In 1903 it was ascended by *Herr E. Tewes* of Bremen, with the guides *Fenz* and *Bohren*, via the N. arête (8 hrs.; very difficult). — The usual route follows the left bank of the Illecillewaet to the foot of the moraine, which rises in a perfect ridge to the glacier; the latter is considerably cut up into more or less concealed crevasses. Access to the rocks is best obtained by the patch of snow immediately under the little point on the sky-line, formerly known as *Green's Peak*, after the Rev. William Green (see below), who was beaten here in his attempt on the mountain. A tunnel is constantly found here, which leads at once to easy rocks. If this cannot be reached, a way across the bergschrund must be sought to the right, necessitating some awkward scrambling along a perpendicular rock-face. In the hollow of the mountain where it joins this ridge, stones are perpetually falling from the overhanging cliff, demanding great caution. The ascent is completed by the ridges on the face fronting the hotel to the arête, a short distance from the summit. The rocks on the face are apt to be badly glazed. A knife-edge with sheer precipices on either side connects the true summit with the one visible from the hotel. The descent by the same route and return may take 4-6 hrs.

Mt. Bonney (10,290 ft.) was climbed for the first time on Aug. 9th, 1888, by the *Rev. Wm. S. Green* (p. 331) and the *Rev. Henry Swanzy*, and for the second time by *Miss Henrietta Tuzo* in 1904. The ascent was made from the Loop Brook Valley by the first small glacier (now called *Green's Glacier*) descending from *Mt. Green* (8860 ft.). The chief difficulty in the ascent was climbing a sharp peak to the N.W. of the main summit, which had to be traversed ere the summit could be reached. From a camp near the head of the valley the ascent and descent occupied about 18 hrs., including an hour spent on the summit.

Rogers Peak (10,536 ft.) was first ascended in 1896 by *Messrs. Abbott, Little, and Thompson*, from Rogers Pass (p. 332). It is connected by a rocky arête with *Swiss Peak* (10,515 ft.), named in honour of Herr Carl Sulzer of the Swiss Alpine Club, who made the first ascent in 1890. — The amphitheatre below Rogers Peak (reached from Glacier House in 3-4 hrs. by the bridle-path mentioned at p. 332) shows excellent examples of glacial striation. At the timber-line is a cabin, built to facilitate the ascent of the adjoining peaks. — The huge quartzite mass of **Mt. Tupper** (9222 ft.), forming the other extremity of the Swiss Range, was ascended for the first time by the late *Herr Wolfgang Koehler* of Leipzig (Germany), with *E. and G. Feuz*, in the summer of 1906.

Mt. Bagheera, the massif on the N. side of Cougar Valley, has two main peaks, of which that to the W. (8006 ft.) was first climbed by *Mr. A. O. Wheeler* in 1902 while the central and higher peak (9106 ft.), separated from it by a deep gap, was first climbed by *Mr. W. S. Jackson*, with *E. Feuz*, in 1905. The summit is reached by mounting the snow-slopes directly below the notch that separates Bagheera from *Catamount Peak* (8956 ft.). A fine bed of red snow (caused by the *Sphaeridia* or *Protococcus nivalis*, a unicellular plant, related to the seaweed) was found here. Thence easy rocks lead to the arête, which is followed to the summit, traversing the low E. peak. The descent may be made straight down the precipitous rock-face to the foot, giving some sporting climbing, with firm rocks. Fine view from the summit, especially of the section usually hidden by the Swiss Range. It is best to camp the night before at the wonderful *Nakimu Caves* (p. 333), combining the two expeditions.

Mt. Macdonald (9482 ft.; 8-9 hrs.) forming the S. wall of Rogers Pass, is ascended from Rogers Pass (p. 332) through a deep couloir, over three snow-slopes, and up an easy arête. The S.E. slope of the mountain is traversed by the *Connaught Tunnel* (see p. 330).

Mt. Dawson consists of three peaks. *Mt. Hasler* (11,113 ft.), which was first ascended by *Professors Gay and Parker* in 1899 and by *Miss Gertrude Benham* in 1904, *Mt. Feuz* (10,982 ft.), and *Micheal Peak* (10,984 ft.), the last two first ascended by the Austrian *Herr Franzlin* in 1908. The ascent of *Mt. Hasler* (5-6 hrs.) is begun at the camp near the Dawson Glacier, the left moraine of which is followed to the Dawson Amphitheatre. We scale the end-wall of this, just to the N.W. of which is the *Twisted Rock*, a curious example of contorted strata, about 100 ft. in height. We next bear to the right, over névé, to the E. arête, leading to the summit. The View is very extensive.

Mt. Selwyn (11,013 ft.; 5-6 hrs.), formerly named *Mt. Deville*, first climbed by *Messrs. Topham* (d. 1915) and *Forster* in 1890, rises just to the E. of *Mt. Dawson*, and is ascended from the above-mentioned camp. The route for the most part is the same as that for *Mt. Dawson*, but instead of turning to the right, we keep straight on to the ridge connecting the two mountains. We then descend a steep snow-slope to the foot of the peak of *Mt. Selwyn*, whence the summit is gained without much trouble. The view is fine.

Mt. Donkin (9694 ft.; 3-4 hrs.) at the W. end of the Dawson Range, is scaled with comparative ease from the *Donkin Pass* (8556 ft.), and commands a splendid view, including *Mt. Purity* and the *Bishops' Range*.

Mt. Augustine (10,762 ft.) and **Mt. Cyprian** (10,712 ft.), the two highest peaks of the *Bishops' Range*, immediately to the S. of the Dawson Range, were first ascended by *Messrs. F. K. Butters, E. W. D. Holway, and Howard Palmer* in 1909 and 1908 respectively. The ascent of *Mt. Augustine* from a camp on the W. flanks of the *Bishops' Range* required ca. 7½ hrs. — Setting out from this camp the same party made the first ascent of **Mt. Kilpatrick** (10,624 ft.; ca. 6 hrs.) in 1909, and in 1910 *Messrs. H. Palmer and E. W. D. Holway* climbed hence **Grand Mt.** (10,832 ft.) for the first time. The latter route led via the *Bishops' Glaciers*, the *Déville Névé*, and past the E. shoulder of **Mt. Wheeler** (11,023 ft.; first ascended in 1902 by a Topographical Survey Party under *Mr. A. O. Wheeler*) to (ca. 8½ hrs.) the summit.

Mt. Sugarloaf (10,732 ft.) and **Mt. Purity** (10,457 ft.) were first climbed by *Messrs. Topham and Ferster* in 18'0, the latter mountain together with *Herr Huber*, and **Mt. Fox** (10,576 ft.) was first ascended by *Mr. Topham* in the same year. This region was reached by following *Bald Mt.* to the E. of *Peaver River* and striking into the main range far to the S. — **Mt. Duncan** (10,543 ft.) and **Beaver Mt.** (10,644 ft.), first ascended in 1913 by *Messrs. E. W. D. Holway* and *H. Palmer*, are two fine peaks to the S. of *Sugarloaf* and a little to the W. of the watershed between the *Duncan* and *Beaver Rivers*.

Among other good ascents to be made from the *Glacier House* are *Mt. Afton* (8423 ft.), *Castor* and *Pollux* (9108 ft. & 9176 ft.; ascent via *Asulkan Valley* and *Glacier*), the *Rampart* (8476 ft.), the *Dome* (9029 ft.), *Eagle Peak* (9353 ft.; easy climb by good route), *Uto Peak* (9610 ft.), *Mt. Swanzy* (9562 ft.), and *Mt. Topham* (9478 ft.; first ascent in 1910), the last ascended from *Glacier Circle* (easily reached in 1 day from *Glacier House*), adjoining the *Deville Glacier* on the N., via the N. and E. faces and the S.E. arête (ca. 6 hrs. from *Glacier Circle*). Though the average height is lower than in the *Rockies* proper, these hills, as a rule, have firmer and more reliable rocks and give excellent training for the climber.

The above description of the *Selkirk* range would perhaps be incomplete without at least a brief mention of **Mt. Sir Sandford** (11,588 ft.), the monarch of this mountain range, situated among magnificent glaciers within the *Big Bend* of the *Columbia River* to the N.W. of the railway, at the headwaters of the *Gold River*, one of the tributaries of the *Columbia*. After having foiled many hardy attempts this mountain was at last conquered on June 24th, 1912, by *Mr. Howard Palmer* and *Prof. E. W. D. Holway*, accompanied by the Swiss guides *Ed. Feuz, Jr.*, and *R. Aemmer*. The mountain was named in 1902 after the late *Sir Sandford Fleming*, former engineer-in-chief of the *Canadian Pacific Railway*.

IV. From Glacier to Vancouver.

420 M. *CANADIAN PACIFIC RAILWAY* in 17¼-18¼ hrs.

Glacier, see p. 330. Continuing the descent from *Glacier*, the railway at first follows the left bank of the *Illecillewaet* but soon crosses it several times. To the right is *Mt. Cheops* (p. 334), with *Napoleon* (7737 ft.), its prominent S.E. spur, while to the left rises *Ross Peak* (7718 ft.; first ascent 1896). The water of the *Illecillewaet*, a slender mountain-torrent, foaming over its rocky bed, is at first a dull green from the glacial mud, but it becomes much clearer as it descends. 153 M. (from *Banff*) *Illecillewaet* (2711 ft.). About 5 M. farther on we look down, on the right, into the depths of the **Albert Cañon*, where the *Illecillewaet* foams through a 'flume' 20 ft. wide and 150 ft. below us. 160 M. *Albert Canyon* (2221 ft.). 170 M. *Twin Butte* (1877 ft.) takes its name from the huge double summit to the left, now named *Mt. Mackenzie* (8064 ft.) and *Mt. Tilley* (7718 ft.). The line has here gained the level of the river. To the right towers the fine peak of *Clachnacoodin* (8675 ft.), named after the famous 'stone of the tubs' at *Inverness* (see *Baedeker's Great Britain*). The valley contracts once more to a narrow gorge, or 'box-cañon', through which there is barely room for the river and railway to pass side by side, and expands again as the *Illecillewaet* nears its end in the *Columbia*.

181 M. **Revelstoke** (1492 ft.; *Revelstoke*, near the rail. station, from \$ 3½; *King Edward*, from \$ 4; *Victoria, Union*, from \$ 2½; *Windsor, R.* from \$ 1; *Rail. Restaurant*), an important divisional station, lies on the left bank of the *Columbia*, which has made a

wide circuit round the N. end of the Selkirks, and here rejoins the railway, 1071 ft. lower than at Donald (p. 330) and much wider. The town, with 3500 inhab., carries on a considerable supply-trade with the mining districts of the Columbia, both to the N. and S. (comp. p. 343), and has various industrial establishments including a large smelter. — To the N. of the city, reached by a good road, rises *Mt. Revelstoke*, with a pretty Alpine park (chalet).

Revelstoke is a good centre for shooting, fishing, and other excursions. Among the nearer points of interest are the **Mileill-waet Cañon* (2½ M.), *Williamson's Lake* (4 M.), *Silver Tip Falls* (8 M.), *Eagle Pass* (W.), **Jordan Pass* (N.W.), *Mt. Clachnacodlin* (p. 336), and *Mt. Mckenzie* (p. 336). Information is willingly given by the *Mountaineering Club* and the *Tourist Association*. In winter the ski-jumping meetings are a great attraction.

From Revelstoke to *Robson*, *Nelson*, and the *Kootenay District*, see R. 67.

Leaving Revelstoke, we now cross the Columbia, here about 300 yds. wide. *Mt. Begbie* (8946 ft.), rising to the left, is the loftiest summit of the **Gold or Columbia Range**, the fourth of the five great parallel mountain-ranges in this Cordilleran section of Canada. The *Eagle Pass*, which we enter at once, affords an easy passage across this range, forming a striking contrast to the enormous difficulties that had to be overcome in crossing the Rockies and the Selkirks. The summit is reached near (189 M.) *Clanwilliam* (1812 ft.). Four picturesque lakes, *Summit* (1805 ft.), *Victoria*, *Three Valley* (1630 ft.), and *Griffin*, here occupy the floor of the valley and force the railway to hew a path for itself out of the mountain-side. The valley is covered with spruce, hemlock, cedar, Douglas fir, and other large trees. From Griffin Lake issues the *Eagle River*, along which we now descend. At (209 M.) *Craigéllachie* (1225 ft.) the last spike of the C.P.R. was driven on Nov. 7th, 1885, the rails from the E. and W. meeting here. We cross Eagle River near its mouth into *Shuswap Lake* (see below).

225 M. **Sicamous** (1147 ft.; *Hotel Sicamous*, owned by the C.P.R., from \$4, often full; *BelleVue*, \$2¾; *Rail. Restaurant*), a small town named from an Indian word meaning the 'Narrows'. It lies on the ***Great Shuswap Lake** (1136 ft.; 124 sq. M.), a singular body of water lying among the mountain-ridges like a huge octopus, sending off long narrow arms in all directions. The coast-line exceeds 200 M. in length, and the greatest depth is 447 ft. Sicamous is one of the finest sporting centres in Canada, the objects of the chase including caribou and deer. The fishing is excellent. The Shuswap Indians occupy a reservation to the W. of the lake (see p. 338).

FROM SICAMOUS TO OKANAGAN LANDING. 51 M., *Canadian Pacific Rail way* in 2¾ hrs. (fare \$2.55). Steamer connection, see p. 338. — This line runs to the S., first along *Mara Lake*, a S. arm of Shuswap Lake (see above), and then up the *Shuswap River*, traversing a district known, from its fertility, as the 'Garden of British Columbia'. It is occupied by farmers and ranchmen and affords excellent deer-shooting. At (23 M.) *Enderby* (1165 ft.; pop. 1000) we quit the Shuswap which here bends towards the E. 32 M. *Armstrong* (*Armstrong*, \$3¼) is a thriving little market-town (pop. 1000) of an agricultural and fruit-growing district and is also important

for lumbering and flour-milling. 46 M. **Vernon** (1255 ft.; *Kalamalka*, from \$ 4; *Coldstream*, *Grange*, from \$ 2½), in a pretty situation, about 2 M. to the N. of *Long Lake* (1275 ft.), is the chief distributing centre, with 3500 inhab. and a Provincial demonstration fruit farm. Some distance to the E. of the town lies the *Coldstream Ranch*, a huge farm (13,000 acres), with magnificent orchards. *Kalamalka Lake*, 2½ M. distant, is much visited for boating and fishing. Steamers ply daily from Vernon to points on *Okanagan Lake* (see below). — 51 M. *Okanagan Landing* (1138 ft.), the terminus of the railway (steamer, see below), lies at the head of *Okanagan Lake* (1130 ft.; 135 sq. M.), a beautiful sheet of water 70 M. long and about 3 M. wide.

FROM OKANAGAN LANDING TO PENTICTON, 104 M. *C. P. R. Steamer* (in connection with train service) in 6 hrs. (fare \$ 3.20). The climate in the *Okanagan Valley* is wonderfully mild, and large quantities of apples, pears, plums, peaches, apricots, cherries, tomatoes, melons, onions, and cucumbers are raised. The beautiful wild flowers in summer alone make this trip worth while. The following are the chief intermediate ports of call. 40 M. *Kelowna* (1135 ft.; *Lake View*, *Palace*, \$ 3½), on the E. bank, is a prosperous town (2500 inhab.) in a fruit and vegetable growing district. 63 M. *Peachland* (*Edge-water Inn*, \$ 3; pop. 400) lies on the W. bank. 94 M. *Summerland* (*Summerland*, from \$ 2¾; pop. 2200; rail. station, see p. 344), also on the W. bank, is important for its fruit-hipping. On the S. outskirts of the town is a Dominion experimental station (1914; 550 acres) for fruit and vegetables. — 104 M. *Penticton*, situated at the foot of the lake, see p. 344.

Beyond *Sicamous* the railway winds round various arms of *Lake Shuswap*, the scenery of which recalls the Scottish lochs. The mountain features now become less Alpine as we pass towards the W. into the so-called 'Belt of Interior Plateaus' (comp. pp. xlii, xliii) which represents an old (Tertiary) land surface, dissected by streams. Beyond (244 M.) *Salmon Arm* (1157 ft.; *Monte Bello*, \$ 3½; pop. 3500) we leave the lake, to cross the intervening ridge of *Notch Hill* (1690 ft.), but regain it at (274 M.) *Chase* (*Underwood*, \$ 3½), on the so-called *Little Shuswap Lake*. From the W. end of the lake issues the *South Thompson River* (120 M. long; comp. below), a wide and deep stream, the S. bank of which we skirt. The valley widens and becomes terraced, and signs of settlement and cultivation reappear, forming a pleasant contrast to the mountain-wilds we have been traversing. The villages of the *Shuswap Indians* are on the farther bank (comp. p. 337). 292 M. *Ducks* (1146 ft.).

309 M. **Kamloops** (1151 ft.; *Leland*, from \$ 4; *Grand Pacific*, R. \$ 1; *Dominion*, R. from 75c.; *Rail. Restaurant*), a prettily situated city of 5000 inhab., founded by the H. B. Co., is a divisional point and also a station on the C. N. R. (p. 352). Its name, meaning 'confluence', comes from its position at the junction of the N. and S. branches of the *Thompson* (comp. above), which are both navigable for small craft. Kamloops is the centre of supply for a large mining and grazing district, the seat of various manufactures (fruit cannery, etc.), and the centre of a judicial district. There are some gold and copper mines in the vicinity, and fruit-growing in the district is considerably increasing. The mean temperature of Kamloops in Jan. is 22° Fahr. and in July 69°; the mean annual rainfall is about 11 inches. — Opposite Kamloops, in the angle formed by the two rivers, lies an Indian village, at the base of *Mt. St. Paul*

(3570 ft.). *Dufferin Hill* (2830 ft.), $3\frac{1}{2}$ M. to the W. of the city, affords a splendid *View.

Stages run from Kamloops to *Nicola* (p. 340).

Below Kamloops the Thompson widens into *Kamloops Lake* (1120 ft.), a hill-girt sheet of water 17 M. long and 1-2 M. wide. The railway skirts the S. bank, threading several short tunnels. To the right is the C.N.R. line from Edmonton to Vancouver (R. 68), which we keep in view for a long distance. — 318 M. *Tranquille* (1142 ft.; p. 352), with a Provincial sanatorium. 324 M. *Cherry Creek* (1134 ft.), where iron is mined to a small extent. Near (335 M.) *Sawenai* (1158 ft.), at the lower end of the lake, also a station on the C.N.R. (p. 352), are some valuable quicksilver mines. At low water Chinamen and Indians may occasionally be seen washing for gold along the Thompson and the Fraser. The railway between this point and Port Moody (p. 342) was built by the Dominion Government.

We continue to follow the Thompson River, which flows through a series of deep rocky **Cañons*, presenting some of the most striking scenery on the continent. The train runs along a ledge cut out on the left side of the valley, high above the river. The hill-sides are almost bare and dissected by numerous small ravines as a result of the intermittent but violent rainfall in this semi-arid climate. The colouring of the cliffs is most varied. 312 M. *Wulhachin* (1252 ft., Hotel, \$ $3\frac{3}{4}$) is the centre of a fruit-growing district.

357 M. *Ashcroft* (996 ft.; *Cariboo*, \$ $3\frac{1}{2}$), a busy town with ca. 500 inhab., the entrepôt for the *Cariboo District* (p. 340) and the starting-point of an automobile and steamer line running into it.

FROM ASHCROFT TO PRINCE GEORGE, 318 M. *Automobile Stages* (Inland Express Co.) run twice weekly in summer to the N. to (167 M.; fare \$ 28) *Soda Creek*, where connection is made with *Steamers* (British Columbia Express Co.) for *Prince George* (fare from Soda Creek \$ 25, berths and meals extra). This détour is commended to the notice of those who wish to vary the monotony of railway-travelling and do not fear a little fatigue. Enquiries about the service should be made on the spot, as the times are liable to change from year to year; it will probably be discontinued on the completion of the Pacific Great Eastern Railway (comp. p. 351). There are fair inns at the chief stations mentioned below, and rooms and meals may also be had at the road-houses. — 14 M. *Hat Creek*, whence another stage plies to (40 M. from Ashcroft) *Lillooet* (*Craig Lodge, Victoria*, \$ $2\frac{1}{2}$; pop. 500), finely situated on the *Fraser River*, near the E. end of *Seton Lake* (795 ft.). It lies in a good farming district, and its sporting possibilities include deer, bear, mountain goat and sheep, grouse, and ducks. To the N.W. of Lillooet rises *McLean Mt.* (7600 ft.). From Lillooet an automobile stage runs along the Fraser to (ca. 45 M.) *Lytton* (p. 340). — $33\frac{1}{2}$ M. *Clinton* is the seat of a Gov. Agent and a distributing point for the mining districts. It is connected by another stage line with (ca. 70 M.) *Alkali Lake*. 120 M. *Lac La Hache*, on the lake of that name (2679 ft.). From (138 M.) *One Hundred and Fifty Mile House* branch-lines of the stage service run to (ca. 40 M.) *Quesnel Forks* near the W. end of *Quesnel Lake* (2250 ft.; 147 sq. M.), and to (40 M.) *Horsefly Lake*, (74 M.) *Keithley Creek*, and (81 M.) *Alexis Creek*. From (167 M.) *Soda Creek* (Foster, \$ $2\frac{1}{2}$) the journey is continued by steamer (see above) up the Fraser River to (53 M.) *Quesnel* (1694 ft.; *Cariboo*, \$ $3\frac{1}{2}$; see p. 340), at the mouth of the *Quesnel River*, in a gold-mining region, and thence through the picturesque and exciting *Cottonwood* and *Port George Cañons* to (151 M. from Quesnel) *Prince George* (see p. 354).

From Quesnel (p. 339) a branch-line of the automobile service runs to the E. to (60 M.) *Barkerville* (Kelly, \$ 2½), situated on *Williams Creek*, at the end of the Cariboo Road. Barkerville is the seat of the Government Assay Office for the Cariboo or Upper Fraser Region, the scene of the great gold-mining excitement of the early 'sixties'. The scores of thousands of miners and their followers that then crowded into the Cariboo district have long since left it, but it still contains a population of several thousand souls, partly engaged in farming and partly in gold-mining.

At Ashcroft the river and railway turn to the S. (left). About 3 M. farther on we pass through the wild **Black Cañon*. The C.N.R., whose line has been seen to the right, here crosses to the left bank of the river, parallels the C.P.R. for about 3 M., and then recrosses the river by a long trestle. — 382 M. *Spence's Bridge* (768 ft.; p. 352; Hotel, \$ 3½), at the mouth of the *Nicola River*, takes its name from the old Cariboo road bridge over the Thompson.

FROM SPENCE'S BRIDGE TO BROOKMERE, 69 M., *Canadian Pacific Railway* in 4¼ hrs. — This line discloses some fine scenery and affords an opportunity to see the interior plateau-country of British Columbia (comp. pp. xlii, xlii). The railway at first follows the Nicola River. 10 M. *Claperton*; 20 M. *Dot*; 29 M. *Canford*. 31 M. *Merritt* (1900 ft.; *Adelphi*, \$ 4), the junction of a line to *Nicola* (see below), is an important market and coal-mining town (pop. 1700), situated at the confluence of the Nicola and the *Coldwater River*. The railway here bends towards the S. and runs along the valley of this river. 49 M. *Glen Walker*. At (62 M.) *Brodie* (p. 344) we join the Kettle Valley Railway. — 69 M. *Brookmere*, see p. 344.

Nicola (Hotel, \$ 2), 7 M. distant from *Merritt* (see above) by railway, is a village with 200 inhab., at the W. end of *Nicola Lake* (2020 ft.; steamers) in a good sporting district. A stage (railway projected) runs from Nicola to (9 M.) *Quitchea* (Hotel, \$ 2), on the E. bank of the lake, and another to the N. to (70 M.) *Kamloops* (p. 333).

Beyond Spence's Bridge the scenery becomes very striking. We thread several tunnels and cross numerous lofty bridges. Below (389 M.) *Drynock* (752 ft.) we pass through the grand **Thompson Cañon*, with its fantastic rocks and varied colouring. The mountains of the *Coast Range* now rise ahead of us.

At (404 M.) *Lytton* (Globe, \$ 2½; p. 352), a trading-town with 500 inhab., the Thompson joins the *Fraser River* (see p. 349), its pure green stream soon mixing with the turbid yellow water of the latter. An automobile stage runs hence daily to *Lillooet* (p. 339).

The *Coast Range*, which we reach at the Fraser River, is often improperly regarded as a continuation of the Cascade Range of Oregon and Washington, from which it is orographically separated by the Fraser Valley between Lytton and Hope, besides being geologically distinct. It really begins almost exactly on the S. boundary of British Columbia and runs thence to the N.W. for 900 M., with an average width of 100 M. Many of its summits are 7-8000 ft. high, while some exceed 9000 ft. The rocks composing it are chiefly granite, being the most extensive continuous intrusion in the world. Most of the range, up to a height of 4000 ft., is densely wooded. The largest of its numerous glaciers are those descending to the sea on the Alaska coast (comp. pp. 379, 382).

We now descend the **Grand Cañon of the Fraser*, where the river is compressed into a narrow bed far below the railway and rushes with tremendous rapidity. The cliffs on either side rise for hundreds of feet. The line follows the E. bank for about 6 M., then crosses the gorge by a lofty cantilever bridge, and threads a tunnel. High up

on the E. side of the river runs the old *Government Road to Cariboo* (p. 340), which, about 6 M. below (413 M.) *Kanaka* (623 ft.) is 1000 ft. above the surface of the water. Below is the line of the C.N.R. (R. 68.) The cañon grows narrower and deeper as we proceed. Among the objects seen from the car-windows are Chinamen washing for gold, Indians spearing or fishing for salmon, bright red split-salmon drying on frames, Chinese cabins, and Indian villages with their beflagged graveyards. Lower down, the river contains large sturgeon as well as salmon. — 420 M. *Keepers* (555 ft.).

431 M. **North Bend**, 487 ft., * *The North Bend*, from \$3½; *St. Francis, Mountain View*, \$3; *Rail. Restaurant*, a divisional point, lies at a point where the walls of the cañon recede a little. The sportsman or angler will find comfortable quarters here. — About 1 M. below North Bend, on the E. bank, is *Boston Bar* (p. 352), still showing considerable traces of the placer gold mining once carried on here. About 3 M. farther on begins the wildest part of the cañon, the river rushing tumultuously through its narrow rock-cribbed bed 200 ft. below the railway. Beyond *Hell's Gate* where the river is only about 200 ft. wide, numerous short rock-tunnels are passed in rapid succession and *Black Cañon* is reached. Farther on, about 2 M. above (446 M.) *Spuzzum* (395 ft.), with an Indian village (1 M. below the station), we see the remains of 'Alexandra Bridge', the suspension-bridge of the old 'cote' road (see above), which here crossed the gorge. At *Chaquama Cañon* the valley again narrows to about 200 ft. for a distance of over 300 yds. and, farther on, several shorter contractions of the valley are passed. At the foot of the cañon, just beyond a longish tunnel, lies (458 M.) *Yale* (220 ft.; p. 352), an old trading-post (1856) of the Hudson's Bay Co., finely situated on a bench at the foot of the mountains, at the head of the navigation of the Lower Fraser (comp. p. 349). The valley now loses its cañon-like character, and the river becomes wider and more placid. To the S.W. the silver-bearing *Hope Peaks* may be seen. Beyond (471 M.) *Haig* (214 ft.) our line is joined on the left by the Kettle Valley line from *Hope* (comp. p. 344).

The railway and river here turn to the right (W.). The valley continues to expand, the vegetation becomes typical of the moister and warmer climate of the Pacific coast, and signs of civilized cultivation become more and more frequent. 479 M. *Ruby Creek* (101 ft.) is named from the garnets found near it. Fine views are enjoyed of various spurs of the Coast Range. — 490 M. *Agassiz* (54 ft.; *Bella Vista*, \$2½-3), situated at the head of the Fraser delta, with 600 inhab. and a Dominion experimental farm (1886; 1400 acres). On the opposite bank of the Fraser rises *Cheam Peak*.

From Agassiz a road (automobile \$1) leads N. to (5 M.) *Harrison Hot Springs* (*Ste. Alice Hotel*, from \$3½), situated at the S. end of the long **Harrison Lake* (90 ft.; 122 sq.M. in area). The waters of the spring, with a large percentage of sodium and some potassium sulphate, have a temperature of 150° Fahr. A small steamer plies on the lake, and there is a large Dominion salmon hatchery.

Near (499 M.) *Harrison Mills* (47 ft.), we cross the glacial-green *Harrison River*, here expanded to a lake, just above its confluence with the Fraser. The Harrison Valley offered the only practicable approach to the Cariboo region before the opening of the Fraser route in 1864. A steam-ferry plies from Harrison Mills across the Fraser to (5 M.) *Chilliwack* (p. 352). — Beyond (507 M.) *Nicomen* (30 ft.) we obtain a distant view of the grand and isolated white cone of *Mt. Baker* (p. 362).

518 M. *Mission City* (32 ft.; *Matsqui*, \$ 21½) is a market-town with 1300 inhab., in a fruit-growing district, and the centre of the cascara bark collecting industry (comp. p. 364).

Mission City is the starting point of a line crossing the Fraser and running S. viâ (4 M.) *Clayburn*, with important fire clay deposits and brick works, to (10 M.) *Huntingdon* (Rail. Restaurant), on the International frontier, where connection is made with railways to *New Whatcom*, *Everett*, *Seattle*, and other United States points. Return tickets are issued at Montreal, New York, Chicago, etc., allowing travellers to travel one way through the United States viâ this route.

Other fine views of *Mt. Baker* (left) are obtained as we proceed, notably at (524 M.) *Ruskin* where we cross the *Stave River* which higher up supplies the power for a large electric plant. 536 M. *Hammond* (21 ft.), with brick-yards. We cross the *Pitt River* and traverse the *Pitt Meadows* (pastures and hay-land). — 543 M. *Westminster Junction* (hotel), in the town of *Coquitlam* (pop. 200), with extensive railway yards, a deep-water harbour, and a Provincial college farm, is the junction for (8 M.) *New Westminster* (p. 353). — Our line now bends to the right and runs through woods to (547 M.) *Port Moody* (14 ft.; Tourist, \$ 21½), a lumbering town, with 1500 inhab. and an oil-refining plant, situated at the head of *Burrârd Inlet* (p. 358; good bathing), an arm of the Strait of Georgia. *Port Moody* was long the Pacific terminus of the railway. Thence the line skirts the S. shore of the inlet, with its densely wooded shores, above which tower snow-capped mountains. 556 M. *Hastings*.

560 M. *Vancouver* (Rail. Restaurant), see R. 70.

67. From Revelstoke to Arrowhead, West Robson, Nelson, and Kootenay Landing. Kootenay Region.

The Kootenay Region, besides its mining importance and its interest to the sportsman and mountaineer, offers much that is attractive in scenery; and leisurely travellers might vary their return-trip across the continent by proceeding from Revelstoke to *Kootenay Landing* and thence back by railway to *Innmore* (comp. R. 62), on the main Canadian Pacific line. — The steamers plying on the Arrow and Kootenay Lakes are well equipped.

a. From Revelstoke to Arrowhead.

27 M. CANADIAN PACIFIC RAILWAY in 1½ hr. (fare \$1.15).

Revelstoke, see p. 336. The line skirts the E. bank of the *Columbia River*. 10 M. *Greenslide*; 17 M. *Wigwam*. — 27 M. *Arrowhead*

(Union, \$ 3 $\frac{1}{4}$) lies at the head of the expansion of the river known as **Upper Arrow Lake* (1384 ft.; 99 sq. M.), about 36 M. long, with an average width of 2 M.

b. From Arrowhead to West Robson.

129 M. STEAMERS of the *Canadian Pacific Railway* in 11 $\frac{1}{2}$ hrs. (fare \$ 5.90, berths and meals extra). — This line facilitates communication with an important mining district. West Robson has steamer and railway communication with *Spokane* (see p. 345).

The sail down the *Upper Arrow Lake*, which is surrounded with forests, is very pleasant. At places the banks rise in perpendicular cliffs. On leaving we obtain a good view of the snow-covered mountains at the end of the N.E. arm which is about 10 M. long. About halfway down the lake, on the E. bank (left), is (13 M.) *Haleyon* (Sanitarium, from \$ 3 $\frac{1}{2}$), with hot sulphur springs (124° Fabr.), opposite which rises *Haleyon Peak* (10,400 ft.). At the back of the hotel is a pretty waterfall. At the foot of the lake, also on the E. bank, lies (37 M.) *Nakusp* (Grand, \$ 2; pop. 475), the junction of a branch-railway to *Kaslo* (see p. 346). A river-stretch of 20 M. leads from *Upper Arrow Lake* to *Burton* (Kootenay, \$ 2) on the **Lower Arrow Lake* (1380 ft.; 51 M. long and, on an average, 2 M. wide). From the foot of this lake the *Columbia* runs, between mountains, to (15 M.) *West Robson* (1375 ft.), at the mouth of the *Kootenay River* (p. 344). Another steamer plies from Robson to *Little Dallas* (p. 345), in Washington, 45 M. lower down.

FROM WEST ROBSON TO MIDWAY, 99 M., *Canadian Pacific Railway* in 6 $\frac{1}{4}$ hrs. (fare \$ 4.05). This line intersects the *Christina Lake* and *Kettle River* mining districts and crosses the *Gold Range* (p. 337) which extends between the *Arrow Lakes* and *Midway*. — The train runs to the W. along the S. bank of the *Columbia*. 12 M. *Shiells* (2025 ft.). After threading a tunnel, about 650 yds. in length, we reach (23 M.) *Tunnel* (3208 ft.), beyond which station we turn to the S. Beyond (35 M.) *Paulson* another tunnel is traversed. Both before and after (50 M.) *Dife* (1978 ft.) line views are obtained of *Christina Lake* (1450 ft.). We then follow the *Kettle River*, via (55 M.) *Cascade* (1587 ft.) and (60 M.) *Gilpin*, to (67 M.) *Grand Forks* (1746 ft.; *Province*, *Yale*, from \$ 3; *Winnipeg*, \$ 2 $\frac{1}{2}$), a mining town (pop. 200) near the *International Boundary*, with smelting-works (for copper, gold, and silver), iron foundries, and machine shops. *Grand Forks* lies at the confluence of the *Kettle River* with the *North Fork*, its chief tributary, and is the junction of a G.N.R. line to *Phoenix* (see below) and of lines to points in the *United States*. — Beyond *Grand Forks* the line at first runs along the W. bank of the *North Fork* and then turns to the W. From (81 M.) *Eholt* (3096 ft.) a short branch-line runs to *Phoenix* (4000 ft.; *Queen's*, \$ 2 $\frac{1}{2}$), also a station on the *Great Northern Railway* (see above), another mining town (pop. 1200), with important low grade copper mines, the ores yielding from 1.2 to 1.6 per cent of copper. — 90 M. *Greenwood* (2464 ft.; *Imperial*, from \$ 3 $\frac{1}{2}$; *Pacific*, from \$ 2 $\frac{1}{2}$; *Windsor*, R. \$ 1) is the centre of a rich mining district, with 800 inhab. and smelting-works (copper). About 2 $\frac{1}{2}$ M. to the N.W. of *Greenwood* is *Deadwood*, with low grade copper mines, and about 5 M. to the N.E. (stage) lies *Phoenix* (see above). — 99 M. *Midway* (1910 ft.; *Midway*, R. \$ 1), on the *International Boundary*, is a small town of 200 inhab. and an important railway-junction.

FROM MIDWAY TO HOPE (*Vancouver*), 296 M., *Kettle Valley Railway* (C.P.R.) in 14 $\frac{3}{4}$ hrs. (café parlor-car and sleeper from *Nelson* to *Vancouver*). The trains run in connection with the service from and to *West Robson* and *Nelson* (comp.

below). — This line runs along the *Kettle River Valley* to the W. as far as (11 M.) *Rock Creek* where it turns to the N. At (20 M.) *Westbridge* the river is joined by the W. Fork which the line now follows. 46 M. *Carmi*; 61 M. *Lakevale*. Near (84 M.) *Myra* the railway quits the valley and runs to the W. Several small stations are passed. — 135 M. *Penticton* (1100 ft.; *Incola*, near the steamer wharf, from \$ 3½), prettily situated at the S. end of the fine *Okanagan Lake* (p. 338), is a thriving town (3100 inhab.), devoted to fruit-growing (comp. p. 335) and lumbering. From Penticton stages run S. to (20 M.) *Fairview* and to *Keremeos* (see below). Steamer to *Okanagan Landing*, see p. 338. — 143 M. *West Summerland* is the station for *Summerland* (p. 335). 149 M. *Faulder*; 172 M. *Osprey Lake*; 187 M. *Erris*. — 204 M. *Princeton* (2120 ft.; *Princeton*, R. \$ 1), a town of 900 inhab., at the junction of the *Similkameen River* and *Tulameen River* (see below), is the centre of a coal-mining district, comprising about 40 sq. M. of excellent sub-bituminous coal. About 12 M. to the S. of Princeton lies *Copper Mt.* which contains low grade copper-gold ores. — Beyond Princeton the line runs parallel to the G.N.R. (see below) ascending the valley of the *Tulameen River*, where about 2 M. to the W. of Princeton, on the N. side, are the *Vermilion Cliffs*, with fossil plants. The name of the river (Indian for 'red earth') has been derived from these cliffs. This part of the valley to beyond Tulameen once yielded considerable quantities of platinum recovered in gold placer mining but the present yield is no more than several ounces per annum. 215 M. *Coalmont* (2450 ft.), with coal mines. Beyond (219 M.) *Tulameen* (2550 ft.), at the confluence of the Tulameen and the *Otter River*, the railway follows the broad valley of the latter river towards the N. 226 M. *Manning*; 238 M. *Spearing*. 242 M. *Brookmere* is the junction of a line to *Spence's Bridge* (see p. 340) which actually diverges to the right from our line at (246 M.) *Brodie*. The line now descends the *Coguihalla Valley*. 260 M. *Coguihalla*; 272 M. *Iago*; 282 M. *Jessica*. — 296 M. *Hope* (see p. 352) where connection is made with the main line of the C.P.R. to Vancouver (comp. p. 341).

From Midway a line of the *Great Northern Railway* runs towards the W. into the gold and coal mining region of the *Similkameen Valley* (see above), including the stations of (94 M.) *Keremeos* (1330 ft.; see above), the centre of a fruit-growing district, once an early fur trading post of the Hudson's Bay Co., (112 M.) *Hedley* (1650 ft.), with important gold mines (opened in 1904) and reduction works, and (136 M.) *Princeton* (see above).

c. From West Robson to Nelson.

27 M. CANADIAN PACIFIC RAILWAY in 1¾ hr. (fare \$1.25).

West Robson, see p. 343. The railway at first runs along the S. bank of the *Columbia River* to (2 M.) *Castlegar* (1418 ft.; Hotel, \$ 2½), a fishing resort at its confluence with the *Kootenay River*.

The *Kootenay River* (400 M. in length), named after an Indian tribe (see below), is the chief tributary of the *Columbia* (p. 328). It rises in a small lake in the Rocky Mts. (4158 ft.; 51° N. lat. approx.), at the foot of the *Beaverfoot Range* (p. 328), and flows towards the S. approaching at one point as near as 1½ M. the source of the *Columbia* (comp. p. 329) which flows hence to the N. in the opposite direction. The difference of level between the two rivers at this point is only about 6-10 ft. After a course of 200 M. (about 40 M. beyond the boundary of Montana; 43° 20' N. lat.) the *Kootenay* turns to the N.W. and after traversing the N.E. corner of Idaho re-enters Canada where it empties into *Kootenay Lake* (comp. p. 346). For the fishing, comp. p. lvii). — The *Kootenay* (*Kutenai*) or *Kootanie Indians* (p. li) are favourable specimens of red men. Their canoes of pine-bark are of a unique shape, with long sharp cutwaters at each end.

At *Castlegar* the line crosses the *Columbia* and ascends the W. bank of the *Kootenay* (see above) which from here to about *Taghum* (p. 345) has a fall of 335 ft. forming several falls and rapids.

4 M. *Brilliant*, a Dukhobor settlement (comp. p. 319). — 16 M. *South Slocan* (1637 ft.; Kootenay Falls. \$ 3), a fishing resort.

From South Slocan a branch-line runs to the N. along the E. bank of the *Slocan River* to (31 M.; 3 hrs.) *Slocan City* (1777 ft.; *Slocan*, \$ 2½), with 500 inhab., the centre of an important mining-district (silver-bearing galena ores), situated at the S. end of the beautiful *Slocan Lake* (1761 ft.), about 25 M. long, with an average width of 1 M.

A STEAMER (C. P. R.) plies on the lake to (22 M.; 2¼-2½ hrs.) *Rosebery* (p. 346), calling at (8 M.) *Enterprise*, (16 M.) *Stewarton*, and (20 M.) *New Denver* (p. 346), the last two lying in important silver-lead and zinc mining regions.

17 M. *Bonnington* (1658 ft.), with the fine *Bonnington Falls* which are utilized for generating electrical power. — Near (23 M.) *Taghum* we cross the Kootenay to its E. bank which we now follow.

27 M. *Nelson* (1769 ft.; *Hume R.* from \$ 1; *Strathcona*, from \$ 3; *Madden Ho.*, *Queens*, \$ 2½; *Rail. Restaurant*; *U. S. Cons. Agent*), situated near the S. end of the W. arm of Kootenay Lake (see p. 346), is a thriving mining town with 5500 inhab. and the centre of supply for a large mining district. It is the headquarters of the Kootenay division of the C. P. R. which here has large repair shops and the terminus of the Great Northern Railway (comp. below). The town is well built and provided with electric light, tramway, and power works. It contains a handsome *Court House*, several good schools, the Government experimental reduction works, and numerous manufacturing establishments. Lumbering and fruit growing are also carried on. The country near-by affords good shooting and fishing.

FROM NELSON TO ROSSLAND, 55 M., C. P. R. in 4 hrs. (fare \$ 2.35). From Nelson to (26 M.) *Castlegar*, see above. The line now descends the W. bank of the broad Columbia Valley through a fruit-growing country. Several small stations. — 14 M. *Tadouac* is the junction for a line to (2 M.) *Trail* (1361 ft.; *Elma R.* \$ 1-2; *Crown Point*, \$ 3½), a mining town of 4000 inhab., with the large smelting-works of the Consolidated Mining and Smelting Co. (over 600 men) and an electrolytic lead refinery. — The railway now bends away from the river and runs towards the S.W. to (55 M.) *Rossland* (3461 ft.; *Allan*, \$ 3; *Central*, from \$ 2; *U. S. Cons. Agent*), a substantial city of about 3000 inhab., the centre of the important mining district of the West Kootenay. The copper ores found in this district (copper content from 0.7 per cent to ca. 3.5 per cent) contain a high percentage of gold (0.4 oz. to ca. 1.5 oz. per ton) and silver (0.3 oz. to 2.5 oz. per ton). Among the chief mines are the *Centre Star*, *War Eagle Group*, *Le Roi No. 2*, *Bluebird*, and *Richmond*. *Rossland* is about 6 M. from the American frontier and is connected by the Great Northern Railway with (17 M.) *Northport* (see below).

From Nelson the *Great Northern Railway* runs to (50 M.) *Northport* (see above), (74 M.) *Little Dallas* (p. 348), and (200 M.) *Spokane* (see *Baedeker's United States*).

FROM NELSON TO LARDEAU, 73 M., C. P. R. Steamer in 6½ hrs. — After calling at (22 M.) *Proctor* (p. 346), whence some steamers go on to *Crawford Bay* (E. bank), the steamer ascends the N. part of the lake to *Ainsworth*, with important argentiferous galena ore mines, and to (54 M.) *Kaslo* (1752 ft.; *King George*, from \$ 2½), an important trade-centre and mining town with 1200 inhab., situated on the W. bank. Lumbering and fruit-growing are also carried on here. *Kaslo* is connected by railway with *Nakusp* (see p. 346).

73 M. *Lardeau* (Commercial, \$ 2¹/₂), the terminus of the steamer route, lies near the N. end of the lake, in a silver-mining region. From *Lardeau* a C.P.R. line runs to (33 M.; 2¹/₂ hrs.) *Gerrard* (Hotel, \$ 2), at the S. end of *Trout Lake*, whence steamers ply to *Trout Lake*, at the N. end of the lake.

FROM KASLO TO NAKUSP 66 M., C.P.R. in 5¹/₄ hrs. (fare \$ 2.55). This line also opens up the *Slocan Silver Mining District* (comp. p. 345). — *Kaslo*, see p. 345. The train runs towards the N.W. along *Kaslo Creek*. 26 M. *Parapet* is the junction for a line to (3 M.) *Sandon* (3488 ft.; Reco, \$ 2¹/₂), the centre of a promising silver lead mining district. Beyond (34 M.) *Denver Canyon* or *New Denver* we skirt the E. bank of *Slocan Lake* (p. 345). 38 M. *Rosebery* (1795 ft.; steamer, see p. 345). Near (43 M.) *Hills* the line quits the lake and runs viâ (54 M.) *Summit Lake* to (66 M.) *Nakusp* (see p. 343).

Passes from the Kootenay District into the *Rocky Mts. Park*, see p. 305.

d. From Nelson to Kootenay Landing.

67 M. STEAMERS of the *Canadian Pacific Railway* in 4¹/₂ hrs.

Nelson, see p. 345. The steamer plies up the W. arm to *Balfour*, situated on the W. bank of the beautiful **Kootenay Lake* (1735 ft.), a narrow expansion of the river in the 'Purcell Trench' (comp. p. 328). The lake is about 65 M. long, with an average width of 2 M. and a greatest depth of 450 ft., and has an area of 220 sq. M. It is well stocked with sturgeon, land-locked salmon, trout, and char. The *Kokanee Peak* (9400 ft.), lying to the N.W., with a large glacier (9060 ft.), may be visited from *Balfour*. The next point called at is *Proctor* (p. 345), a small village opposite (S.) *Balfour*, with the (1¹/₂ hr.) pretty *Proctor Falls*. The steamer now ascends the S. part of the lake and after touching at *Boswell* (E. bank) reaches (67 M.) *Kootenay Landing* (p. 298), where connection is made with the C.P.R.

68. From Edmonton to Vancouver.

769 M. CANADIAN NATIONAL RAILWAYS (Can. North. Div.) in 33¹/₂ hrs. (fare \$ 29.75; sleeper, dining-car, and observation car). This line, which connects with the route from *Winnipeg* (see R. 64 a), traverses the N. part of the *Rocky Mts.* by the *Yellowhead Pass* and gives the ordinary tourist as well as the mountaineer access to a district of grand and wild scenery hitherto reached by but a few enterprising travellers. The hunting opportunities are also unexcelled, moose and caribou being plentiful. — The construction of the line was attended with considerable difficulties. Comp. the interesting account of the planning and construction of this line given in *Fred. A. Talbot's* 'The Making of a Great Canadian Railway' (London, 1912; 16s.); also 'The New Garden of Canada' (London, 1911), by the same author.

Edmonton, see p. 340. The line runs at first towards the W. 18 M. *Spruce Grove* (2315 ft.); 22 M. *Stony Plain* (2211 ft.; pop. 500); 37 M. *Duffield* (2372 ft.). At (42 M.) *Wabamun* (2380 ft.) we reach *Wabamun Lake* (2369 ft.) the N. bank of which the railway now skirts, passing through a gently rolling country. — 50 M. *Fallis* (2383 ft.), on the N. shore of *Wabamun Lake*; 56 M. *Gainford* (2429 ft.), with coal-mines. At (64 M.) *Entwistle* (2560 ft.; p. 315) the line is carried across the gorge of the *Pembina River* (p. 312),

which runs about 100 ft. below us. 66 M. *Evansburg* (2554 ft.) is connected with Edmonton also by a line viâ Onoway (comp. p. 315). 72 M. *Lobstick Junction*.

Beyond (76 M.) *Junkins* (2609 ft.) we follow the S. bank of *Chip Lake* as far as (86 M.) *Le-man* (2601 ft.). 91 M. *MacKay* (2646 ft.); 98 M. *Niton* (2747 ft.); 108 M. *Peers* (2778 ft.). Before reaching (122 M.) *Yates* (2882 ft.) we cross the *McLeod River*, a S. tributary of the *Athabaska* (p. 313), and obtain the first view of the *Rocky Mts.* to the S. or *Yellowhead*. The country now loses its prairie character, and hills rise on the river-banks.

128 M. *Edson* (2974 ft.; *Edson, R.* \$ 1-11/2; *Rail. Restaurant*), a divisional point, is a growing market-town with 1139 inhab. and important deposits of low grade anthracite coal. We here change from 'Mountain' to 'Pacific' time (1 hr. slower; p. xviii). Mountain guides and outfitters are stationed here.

Branch-lines run from *Edson*, diverging from the main line at *Bickerdike* (see below), viâ (46 M.) *Contagur* (3817 ft.) to (77 M.) *Mountain Park* (5812 ft.) and to (66 M.) *Lovett* (4364 ft.), both situated in the *Brazeau Coal Field* (p. 284).

137 M. *Bickerdike* (3119 ft.; see above); 154 M. *Medicine Lodge* (3381 ft.); 163 M. *Obed* (3560 ft.). — Farther on we enter the valley of the *Athabaska River* (p. 313), the S. bank of which we now follow. Soon the mountain region proper begins. Splendid views are obtained of the winding river hemmed in by towering mountains among which the pinnacle of the *Roche Miette* (p. 348) is conspicuous to the S.W. 172 M. *Dalehurst* (3355 ft.); 181 M. *Bliss* (3243 ft.). — At (190 M.) *Entrance* (3216 ft.) we enter *Jasper National Park* (see below; Tent City, July & Aug., \$ 3 1/2).

**Jasper National Park*, named after *Jasper Hawes* (p. 348), is the largest of the Dominion National Parks (comp. p. 301), with an area of 4400 sq. M., vying in its marvellous natural scenery with the *Rocky Mts. Park* (p. 301). It extends along both sides of the railway, the larger part lying to the S. for about 80 M. and including the sources of the *Athabaska* and the *Brazeau Rivers*, while its W. limit coincides with the boundary-line between *Alberta* and *British Columbia*. The grandeur of this Alpine region with its snow-capped peaks and forest-clad slopes, its beautiful lakes and mountain streams is sublime, and its primeval character is an additional charm. There is no shooting allowed within the park-limits but trout and salmon fishing may be freely indulged in.

Immediately beyond *Entrance* the railway runs along the W. bank of *Brulé Lake* (3201 ft.), a shallow and narrow expansion of the *Athabaska*, about 7 M. in length. Opposite, on the E. side, rise the *Roche à Perdre* (ca. 7000 ft.) and the curiously shaped *Folding Mt.* To our right the *Boule Roche* stands out among the mountains. Beyond (200 M.) *Brulé* (3265 ft.) the line continues to follow the W. bank of the *Athabaska*, with high mountain ranges rising on both sides. The *Roche Miette* (p. 348) towers on the left, while towards the S.W. are seen the snow-capped peaks of the bow-shaped *Fiddle Back Range* (8000-10,000 ft.). — 207 M. *Bedson* (3268 ft.), opposite *Pocahontas* (p. 348). The *Athabaska* soon widens into *Jasper Lake* (3256 ft.), about 10 M. long and 1 M. wide. 213 M. *Devona*

(3304 ft.), on the site of *Jasper House*, once an important post of the Hudson's Bay Co., founded by Jasper Hawes (comp. p. 347) in 1800. To the W. is the *Roche de Smet*. — Beyond the S. end of Jasper Lake the line reaches (223 M.) *Snaring Junction* (3285 ft.). On the opposite side of the river the snowy pointed peaks of the *Colin Range* (ca. 9000 ft.) are visible.

FROM SNARING JUNCTION TO POCAHONTAS, 14 M., C.N.R. (G. T. P. Div.) Wed. only, in 1 hr. (fare 60c.). — The line crosses to the E. bank of the *Athabaska* which it follows to the N. in constant view of the *Roche Miette* (see below). 4 M. *Interlaken* (3290 ft.) is situated at the S. end of the small *Fish Lake* which is separated from *Jasper Lake* (p. 347) on the W. by only a small strip of land. The line now runs between the two lakes to (7 M.) *Hawes* (3288 ft.). Farther on *Rocky River* is crossed — 14 M. *Pocahontas* (3282 ft.) with some collieries, crouches picturesquely among the hills at the foot of the steep precipices of the imposing *Roche Miette* (7500 ft.). An easy bridle-path leads from the station to the pretty *Punch Bowl Falls*.

About 4 M. from *Pocahontas*, to the N. of the *Roche Miette*, a trail (road projected) leads from the *Athabaska Valley* towards the S.E. through the wonderful *Fiddle Creek Cañon*, whose rocky walls, only 40 ft. apart, rise as high as 500 ft., to (10 M.) the *Miette Hot Springs*, on *Sulphur Creek*, a branch of the *Fiddle Creek*. The springs are chiefly sulphurous and have a temperature of 111°-128° Fahr.

Beyond *Snaring Junction* we cross the *Snaring River*, a wild mountain stream which about 6 M. farther up foams through an interesting cañon (20 ft. wide and 200 ft. high), and reach (226 M.) *Henry House* (3348 ft.), situated within grand mountain scenery, near the site of *Henry House*, once an important trading-post of the North-West Fur Co. (p. 279), named after Alexander Henry (comp. p. lxxvii), a partner and fur-trader of the company. — About 2 M. farther on, the *Maligne River Cañon*, a magnificent gorge, 50-300 ft. deep and 2 M. long, opens on the left (comp. below). The *Maligne Mts.* rise here close to the line.

234 M. *Jasper* (3460 ft.; *Hotel Fitzhugh*; *Rail. Restaurant*), the seat of the Park Administration, is charmingly situated and affords several pleasant excursions. Mountain-guides and outfits may be had here.

A short excursion may be made from *Jasper* by a bridle-path to (4 M.) *Pyramid Lake* and *Bear Lake*, two beautiful little mountain tarns (rainbow-trout fishing), situated at the base of *Pyramid Mt.* (9000 ft.), a finely coloured peak which may be ascended from here for the sake of its view.

To the S. of *Jasper* rises the fine snow-clad peak of *Mt. Edith Cavell* (11,188 ft.), formerly called *Mt. Fitzhugh* and locally known as *Mt. Geikie* (comp., however, p. 349), but renamed in memory of the unfortunate English nurse. It was first ascended in 1915 by *Prof. E. W. D. Holway* and *Dr. A. J. Gilmour* over the N.W. arête.

FROM JASPER TO MALIGNE LAKE, 35 M. (2-3 days). After crossing to the E. bank of the *Athabaska* we take the trail which leads S. along the E. bank of the river to *Buffalo Prairie*, a charming meadow among the hills, with fine views. The trail here quits the river and winds up the S.W. slope of the *Maligne Mts.* to a pass. Hence it descends to the mouth of **Maligne Lake* (5525 ft.), 18 M. in extent, an exquisitely beautiful sheet of water of a clear blue colour, surrounded by an almost unequalled mountain panorama which is especially fine at the E. end of the lake. The lake is drained by the *Maligne River* which flows hence to the N.W.

into *Medicine Lake*, occupying a small rock-basin, whence the river runs below ground to emerge again at the *Maligne Cañon* (p. 348).

Beyond Jasper the railway leaves the Athabaska, which here bends towards the S.E., and ascends to the W. the valley of the *Miette River*, a mountain stream, fed by numerous small waters which all afford excellent rainbow-trout fishing. Tall specimens of the bastard Douglas fir are now frequently seen. — 243 M. *Geikie* (3590 ft.). In front *Yellowhead Mt.* and *Mt. Fitzwilliam* (see below) become conspicuous. Near (247 M.) *Mt. Carrell* we reach *Yellowhead Pass* (3723 ft.), over 1000 ft. in width, said to have been named after the yellow hair of Jasper Hawes (comp. p. 348). We here cross the Continental Divide, the boundary between Alberta and *British Columbia* (p. 364), where the waters of the *Miette* drain to the E. by the Athabaska into the Arctic Ocean, whereas the streams to the W. flow into the *Fraser River* (see below), the valley of which the railway soon enters. At the boundary line we also enter *Mt. Robson Park*, another beautiful mountain park, set aside by the Provincial Government.

The line now begins to descend, soon following the N. bank of the charming *Yellowhead Lake* (3619 ft.), an irregular sheet of water, about 4 M. long and surrounded by verdant woods. It affords good boating and lake-trout fishing. On the N. rises the striking ridge of *Yellowhead Mt.* (8132 ft.) and across the lake (S.E.) the cone-shaped peak of *Mt. Fitzwilliam* (9742 ft.), named after Lord Milton's family name and also known as *Mt. Pelé*. Beyond the latter, to the S., the loftier peak of *Mt. Geikie* (11,016 ft.) is seen. — About 2 M. beyond (256 M.) *Lucerne* (3650 ft.) the line reaches the point where the *Fraser* (see below), descending from the S., enters the main valley which forms part of the 'Rocky Mountain Trench' (comp. p. 328). The scenery along the upper *Fraser* is exceedingly picturesque, the river abounding in rapids, falls, and small cañons, occasionally narrowing to within 30 ft. Numerous pretty little streams rush down the mountain-sides forming attractive waterfalls of considerable height.

The *Fraser*, the chief river of *British Columbia* (p. 364), rises among glaciers about 15 M. to the S. of this point, in lat. 52° 40' N., long. 118° 30' W. (approx.), not far from *Mt. Geikie* (see above). It flows at first towards the N.W., then turns sharply upon itself round the *Cariboo Range* and runs nearly due S. for about 300 M. It finally bends to the W., separating the Coast Range from the Cascade Range (comp. p. 340), and enters the Strait of Georgia (p. 370) after a course of 700 M. Its drainage basin comprises 90,000 sq. M. The chief tributaries of the *Fraser* besides the *Thompson* (p. 340) are from N. to S. the *Nechako River* (p. 354) the *Blackwater River* (140 M. long), and the *Chilcotin River* (145 M. long), on the W., and the *Quesnel River* (p. 339), on the E. The Lower *Fraser* is navigable as far as Yale (p. 341), a distance of about 110 M., while above that point navigation is only partially practicable on account of the numerous narrow cañons. Above Lillooet the river again becomes navigable for small steamers (comp. p. 339). — The *Fraser* was reached in 1793 by *Alex. Mackenzie*, who took it for part of the Columbia, but is named from *Simon Fraser*, of the North-West Fur Co., who explored it to its mouth in 1807, in the face of enormous difficulties from natural causes and hostile Indians.

267 M. *Grant Brook* (3455 ft.). At (272 M.) *Rainbow* (3392 ft.) we cross the *Moose River* which about 100 yds. to the N. of the track forms the fine *Rainbow Falls*, with drops of 50 ft. and 20 ft., after having rushed through the beautiful *Rainbow Cañon*, about 600 ft. in length and 150 ft. high.

FROM GRANT BROOK TO LAKE ADOLPHUS (MT. ROBSON) VIA THE MOOSE RIVER VALLEY (ca. 3-4 days). This route, though longer than the Grand Fork Valley route to Mt. Robson (comp. below), is equally attractive and charming. Remarks on outfit, etc., comp. below. — The highly picturesque trail leads along the valley which is bounded on both sides by mountains, past the falls and cañon of the river (comp. above), to (ca. 8 M.) the point where the E. and W. branches of the river unite. A fine view is here obtained of the *Reef Glaciers*, at the head of the latter valley. The *Twin Falls* (40 ft. high), a little above the junction, in the same valley, are reached by a trail. We now follow the E. branch, in which, farther on, the valley of the *Colonel Creek* leads E. to *The Colonel* (9166 ft.) which may be ascended without difficulty (wonderful view). Continuing our ascent along the E. branch we reach, at the base of (r.) *Mt. Upright* (9700 ft.), a beautiful open space of the valley where three valleys converge. On the W. opens the *Terrace Creek Valley* which runs W. to the *Terrace Glacier*, rising in three terraces to the *Reef Arch*. To the N. the main valley ascends to glaciers and snow-fields while to the N.W. diverges another fork of the W. Moose River which we now follow. Passing two little lakes we reach *Moose Pass* (6700 ft.), on the boundary-line between British Columbia and Alberta. Near the summit we traverse beautiful Alpine meadows with an exuberance of wild flowers in summer. From the pass which is almost at timber-line we descend into the valley of the *Calumet Creek* which flows hence towards the W., rising, a little E. of the pass, in the magnificent glacier-field of *Calumet Peak* (9760 ft.). Descending the *Calumet Valley* we face, on reaching the valley of the *Smoky River* (see p. 351), the mouth of another valley leading to the base of *Mt. Gendarme* (10,893 ft.), situated to the N. of the tremendous glaciers of the *Whitehorn* (p. 351). We turn S. into the *Smoky River Valley* and passing (l.) the mouth of the valley of the *Coleman Glacier* and (r.) *Mumm Peak* (p. 352) we reach *Lake Adolphus* (see p. 351).

Beyond the *Moose River* the railway skirts (r.) the base of the *Rainbow Mts.*, a wonderfully red and yellow tinted range trending towards the N.W. and culminating in *Mt. Robson* (see p. 351). On the left extends along the line the beautiful *Moose Lake* (3385 ft.), a deep and narrow sheet of water, about $7\frac{1}{2}$ M. long. The view towards the S. is very fine including the various snowy peaks of the *Selwyn Range* and its beautifully wooded lower slopes. At (278 M.) *Red Pass Junction* the line to *Prince Rupert* diverges to the right (see p. 353). 280 M. *Resplendent* (3418 ft.). — Near (286 M.) *Mt. Robson* (3252 ft.; p. 353), at the point where the pretty valley of the *Grand Fork*, a tributary of the *Fraser*, opens to the right, we obtain a superb *View of the majestic snow-crowned mass of *Mt. Robson* (p. 351), out-topping all the surrounding mountains, a 'giant among giants and immeasurably supreme'.

FROM MT. ROBSON STATION TO BERG LAKE (MT. ROBSON), ca. 15 M. (1 day). As there is at present no accommodation provided in this district, intending travellers are obliged to camp out. Outfits, guides, horses, etc., may be had at *Jasper* (p. 348) and several other railway-stations. — From *Mt. Robson* station the trail winds up the valley of the *Grand Fork* (see above) between high rounded hills (6849 ft.) on the E. and a rock ridge (7300 ft.) on the W. to *Lake Kinney* (3259 ft.), beautifully situated between (l.) *Little Grizzly Peak* (8953 ft.) and (r.) *Mt. Robson*.

We then skirt the N. bank of the lake and, rounding a shoulder of the mountain, turn into the "Valley of a Thousand Falls," closed in between towering walls of rock and replete with all the marvels of Alpine scenery. To the left is seen the sharp peak of the *Whitehorn* (11,101 ft.) which, except on this side, is entirely surrounded by glaciers. Farther on, where the valley forks, we ascend the right arm past the *Falls of the Pools* and the magnificent *Emperor Falls* to the beautiful "**Berg Lake** (5506 ft.) which occupies the narrow valley at the N.W. base of Mt. Robson. Its turquoise-blue waters are dotted with floating ice which incessantly slides down from the huge ice-cascades ('Tumbling' or 'Blue Glacier') on the N.W. face of Mt. Robson. The panorama of the peak with its surrounding glaciers and mountains as seen from the shores of the lake is very imposing.

From Berg Lake we may proceed in a N.E. direction across the shingle-flats of *Robson Pass* (5550 ft.) which forms the watershed of the Pacific and Arctic Oceans and also the provincial boundary. The main discharge of the *Robson Glacier* (see below) here empties into Berg Lake while part of it is drained into *Lake Adolphus* (5523 ft.), a little tarn, picturesquely situated among green swards on the N. side of the pass. The lake forms the headwaters of the *Smoky River* (p. 312) — For the route to the *Moose Pass* and the *Moose River Valley* (*Grant Brook*), see p. 350.

ASCENT OF MT. ROBSON (for experts only). "**Mt. Robson** (13,068 ft.), the highest known peak of the Canadian Rocky Mts., is enthusiastically described by Viscount Milton and Dr. W. B. Cheadle (1835-1914) after their adventurous 'North-West Passage by Land', rises in all its splendour almost straight up from the valley except on one side where it is connected by a very narrow neck ('9700 Pass') with Mt. Resplendent. Mt. Robson was first ascended on July 3rd, 1913 by Mr. W. H. Foster and Mr. A. H. MacCarthy with the Swiss guide *Konrad Kain*. A previous attempt to conquer this mountain was made in 1909 by the *Rev. G. Kinney* and *Donald Phillips* but their daring climb up the W. side of the upper part of the peak was unfortunately not awarded the final success of attaining the actual summit. Mr. Foster and his party, starting from a camp at the foot of the *Extinguisher*, took the Mt. Resplendent route (comp. p. 352), but, before reaching the col, bore to the right through crevasses and over rocks to the *Dome* (10,098 ft.). From here the bergschrund was easily reached but the crossing of it and the succeeding climb, up a steep slope of 65° and then over rocks and ice before the S.E. arête was gained, offered the greatest difficulty and danger of the whole climb (avalanches and stone-falls). From the arête a magnificent panorama is obtained including the fine *Robson Glacier* (see below), the *Smoky River Valley*, Mt. Resplendent, and the *Lynx Range*. After overcoming a very difficult couloir the summit was finally reached without much trouble. The ascent from the camp (see above) took 13 hrs. The "View from the summit which, however, is rarely free from clouds, is very grand. The massif of the mountain, covering with its glaciers and lakes over 30 sq. M., is seen in all its splendour. In clear weather the great, white peak of *Mt. Alexander Mackenzie*, formerly known as *Mt. Kitchi* ('Big Mountain'; ca. 11,000-12,500 ft.), lying about 85 M. to the N.W., may be descried. The descent was made by a very difficult route over the arête and the glacier on the S.E. face where, owing to a hanging glacier, a very dangerous couloir of ice had to be passed to reach the glacier below. From here a hard rock climb led to the large valley running down to Lake Kinney. — Another route, by which the ascent of Mt. Robson has been attempted, is via the S.W. arête (a sporting climb), but perhaps the most promising route is that via the S. arête.

The beautiful "**Robson Glacier** (comp. above), of a total length of 5 M. and $\frac{3}{4}$ M. wide, descends from the fine snow-filled *Robson Cirque* which stretches from the *Helmet* (11,160 ft.), the culminating point of the N. ridge of Mt. Robson, towards the E. to *Lynx Mt.* (see p. 352). The main discharge of the glacier, which flows down the valley between (W.) the *Rearguard* (9000 ft.), as the last elevation of the N. ridge of Mt. Robson is called, and (E.) the precipices of *Lynx Mt.* and *Piarmigan Mt.* (9320 ft.) enters the *Berg Lake* (comp. above) at *Robson Pass* (see above).

Mt. Resplendent (11,473 ft.), situated to the S.E. of the *Dome* (p. 351), was first ascended in 1911 by *Mr. B. Harmon and Konrad Kain*. The route led via the *Robson Glacier* (see p. 351) which is easy for the first two miles but requires some caution in its upper part on account of its many crevasses. From the foot of the *Extinguisher*, at the upper end of the glacier, they kept towards the *Col Resplendent* or snow-pass between Mt. Robson and Mt. Resplendent, then turned to the left across the enormous snow-field of the latter. The crest is hung with immense cornices of snow. The View from the top is one of the finest in the district. On the E. side stretches the magnificent *Resplendent Valley*, the glaciers of which form the source of the W. branch of the *Moose River* (p. 350). — The descent was made via the rocky ridge connecting with *Lynx Mt.* (10,471 ft.), to the N.E.

Mumm Peak (9740 ft.), to the N. of Berg Lake, is an easy climb. The summit affords a grand view of the N.W. face of Mt. Robson.

Besides the above-mentioned ascents in the district around Mt. Robson there are, of course, a great many other peaks, some of them still virgin, which offer splendid opportunities for mountaineering.

Beyond Mt. Robson Station the railway continues to follow the Fraser. The valley soon widens out considerably and receives the *McLennan River* the valley of which we ascend to the S.E. beyond (326 M.) *Albreda* (2870 ft.). Farther on, beyond *Cranberry Lake* we turn S. and after crossing the *Canoe River*, a tributary of the *Columbia* (p. 328), descend the valley of the *North Thompson River* (p. 338) where silver-bearing lead ores occur. 367 M. *Blue River* (2243 ft.; Rail. Restaurant), at the mouth of the small river of that name. — 414 M. *Vavenby* (1541 ft.); 458 M. *Chu Chua* (1277 ft.), 474 M. *Louis Creek* (1229 ft.). — From (506 M.) *Kamloops Junction* (1150 ft.; Rail. Restaurant) the train runs to (509 M.) *Kamloops* (see p. 338) and back again.

The railway now turns to the W. and runs along the N. bank of *Kamloops Lake* (p. 339). 520 M. *Tranquille* (1180 ft.; p. 339). — Beyond (538 M.) *Savona* (1171 ft.; p. 339) our line takes nearly the same course as the C. P. R. (comp. R. 66). 561 M. *Ashcroft* (993 ft.; see p. 339). Beyond (571 M.) *Basque* (950 ft.) we cross to the W. bank of the river. — 587 M. *Spence's Bridge* (738 ft.; p. 340).

Beyond (610 M.) *Lytton* (566 ft.) where we cross under the C. P. R. we follow the E. bank of the *Fraser* (p. 349) while the C. P. R. runs on the opposite side (comp. p. 340). 616 M. *Cisco* (602 ft.). — From (638 M.) *Boston Bar* (450 ft.; Rail. Restaurant; p. 341) as far as (665 M.) *Yale* (218 ft.; p. 341) the line is almost wholly cut into the hard rock, and there are several tunnels, including one of 2085 ft. in length. — 678 M. *Hope* (154 ft.; *Empress*, \$2½), also a station on the 'Kettle Valley Railway' (see p. 344), is a small mining-town, at the confluence of the Fraser and the *Nicolme River* (good trout-fishing). — 703 M. *Rosedale*. 710 M. *Chilliwack* (*Empress*, \$2½-3), a thriving city of 1600 inhab., is the centre of a fine agricultural and dairying district and possesses creameries and a large fruit-cannery. The district affords good fishing and shooting.

STEAMERS ply from Chilliwack daily to *Harrison Mills* (p. 342) and to *New Westminster* (p. 353), and the British Columbia Electric Railway runs to the latter place and to *Vancouver* (p. 357).

721 M. *Sumas* lies at the N. end of *Sumas Lake*. — From (753 M.) *Port Mann* the railway crosses the Fraser by a fine bridge to —

756 M. **New Westminster** (*Dunsmuir*, from \$2³/₄; *Commercial*, from \$2; *Strand*, *Survey*, *Premier*, R. from \$1), a city with about 17,000 inhab., pleasantly situated on the slopes of the right bank of the *Fraser River*, which is up to this point, about 17 M. from its mouth, navigable for larger ocean-vessels. Its deep and safe *Harbour* is the starting-point of car-ferries (C.N.R., G.N.R.) to *Victoria* (p. 363). *New Westminster* is the oldest settlement in this region, having been founded in 1859 as *Queensborough* but afterwards re-named by *Queen Victoria*. For eight years it was the capital of *British Columbia* (comp. p. 364). It is the market centre of a rich agricultural district and carries on a large business in fish and salmon canning and the manufacture and shipping of lumber. Its other industrial establishments include cold storage plants, iron works, foundries, machine shops, shipyards, etc.

Among the noteworthy buildings of the city are the *Court House*, the *Royal Columbian Hospital*, the Anglican *Holy Trinity Cathedral* and the R. C. *St. Peter's Cathedral*, the *Provincial Penitentiary and Insane Asylum*, the *Carnegie Public Library*, and the *Columbian Methodist College* (1892; ca. 100 students) which is affiliated to *Toronto University* (p. 213). *Queen's Park* contains athletic grounds and the *Provincial Exhibition Buildings*. A visit should also be paid to the large saw-mill of the *Canadian Western Lumber Co.*, to the E. of the city (electric car), or to one of the numerous salmon-canning factories (comp. p. 361) which are within easy reach. — A bridge crosses the N. arm of the Fraser to *Lulu Island* (p. 361).

New Westminster is also a station on the C. P. R. (p. 342), the G. N. R., and the *British Columbia Electric Railway* (to Vancouver, etc.). — STEAMERS ply regularly to *Victoria* (p. 363), *Vancouver* (p. 357), *Chilliwack* (p. 352), *Steveston* (p. 361), etc. Longer excursions may be made to (6 M.) *Burrard Inlet* (p. 342), to (20 M.) *Pitt Lake*, and to (21 M.) *Boundary Bay*.

Beyond *New Westminster* the railway runs through the district of *Burnaby*, a thriving municipality, and reaches —

769 M. *Vancouver* (see p. 357).

69. From Edmonton to Prince Rupert.

955 M. C.N.R. (G. T. P. Div.) thrice weekly in 44½ hrs. (fare \$37.70, sleeper \$10; caté-observation car). This route forms another approach to the magnificent scenery of the N. Rocky Mts. described in R. 68.

From *Edmonton* to (278 M.) *Red Pass Junction*, see pp. 346-350 — 280 M. *Resplendent* (3396 ft.; p. 350); 287 M. *Mt. Robson* (3097 ft.; p. 350). To the S. of (304 M.) *Tête Jaune* (2395 ft.), called like the pass after *Jasper Hawes* (comp. p. 349), *Mica Mt.* (9600 ft.) is seen. The *Fraser* which is here about 350 ft. wide broadens more and more as the mountains farther on recede. It is navigable for small craft from this point westward to *Soda Creek*

(p. 339), a distance of about 470 M. The river now flows in a swift current to the N.W. forming countless twists and bends. The valley is heavily wooded, the Douglas fir predominating. — Shortly before reaching (342 M.) *McBride* (2360 ft.) the valley of the *Beaver River*, one of the numerous smaller affluents of the Fraser, opens out on the opposite side, between (r.) *Mammoth Mt.* (6000 ft.) and (l.) *Teare Mt.* (7000 ft.). Several small streams are crossed including the *Goat River*. Farther on, the *Little Smoky River* and the *Clearwater River* join the main valley on the N., and beyond the latter the line crosses to the N. bank. — After about 50 M., beyond the mouth of the *Bear River*, a S. tributary, the railway recrosses the Fraser and runs in a straight line across the huge bend which the river here describes. The small *Otter* and *Eagle Lakes* are passed on the right. — 469 M. *Willow River* (1912 ft.), near the confluence of the *Willow River* with the Fraser.

The line now runs to the S.W. to (488 M.) *Prince George* (1862 ft.; *Alexandra*, from \$3³/₄; *Prince George*, R. from \$1), a divisional point and terminus of the Pacific Great Eastern Ry. (see p. 361), situated on a flat table-land at the confluence of the *Nechako River* (see below) and the Fraser which here turns to the S. (comp. p. 349). The city, incorporated in 1915, with 2500 inhab., owns its electric and water works and shows every sign of healthy progress. It is an important centre for lumbering and the fur-trade, the latter reaching back more than a hundred years when the Hudson's Bay Co. here founded the post of *Fort George*. The numerous Indians of the district belong to the tribe of the *Siwash*. The surrounding country abounds in moose, deer, black bear, and small game, while the innumerable lakes and streams afford excellent fishing. — *Prince George* is to be connected by railway with the *Peace River District* (p. 312).

Small STEAMERS ply from *Prince George* up the *Nechako* and *Stuart Rivers* to *Fort St. James*, a H.B. Co.'s post at the end of *Stuart Lake* (see below), and on the *Nechako* to *Fraser Lake* (see below). — From *Prince George* to *Ashcroft* by steamer and automobile, see p. 339.

Beyond *Prince George* the railway again gradually ascends for the next 150 M. running at first almost due W. along the S. bank of the winding *Nechako River* (255 M. long) the valley of which is well adapted for mixed farming. — Near (502 M.) *Chilako* (1978 ft.) the *Chilako* or *Mud River* is crossed. 557 M. *Vanderhoof* (2089 ft.), a busy town, is the chief place in the *Nechako Valley*. Farther on we pass (r.) the mouth of the *Stuart River* (220 M. long) which drains *Stuart Lake* (2200 ft.; 220 sq. M.), situated about 40 M. to the N.W. — 582 M. *Fort Fraser* (2241 ft.), at the E. end of *Fraser Lake* (2225 ft.), is another prosperous town, with a H. B. Co.'s post, a Provincial Government experimental farm, and an Indian settlement. The railway now crosses the *Nechako*, which here bends towards the S.E. and then S.W. draining a large lake area, and runs along the S. side of *Fraser Lake* to (596 M.) *Fraser Lake* (2200 ft.), a thriving little town at the S.W. end of the lake.

Near the W. end of Fraser Lake the railway crosses a small river which connects the lake with the narrow *François Lake* (2375 ft.), about 70 M. in length, lying to the W. It then runs for a short distance to the N. soon crossing the *Enlako River*, near its influx into Fraser Lake, and, farther on, turns towards the N.W. following the N. bank of the river. — 604 M. *Endako* (2237 ft.). Farther on *Burns Lake* and *Decker Lake*, two small sheets of water, are passed on the left. — Beyond (655 M.) *Rose Lake* (2359 ft.) the railway descends into the *Bulkley River Valley*, mainly an open, gently undulating country, 5–15 M. in width, which is extremely fertile. — At (688 M.) *Houston* (1941 ft.) the railway again bends to the N.W. following the S. side of the valley which is now flanked by the *Telkwa Mts.* of the Coast Range on the S. and the *Babine Range* on the N. The latter contains rich deposits of copper, and also galena, lead, and gold. Near (720 M.) *Telkwa* (1657 ft.), a busy little town at the mouth of the turbid *Telkwa River*, are considerable deposits of bituminous coal. Opposite Telkwa lies *Aldermere*. — 729 M. *Smithers* (1616 ft.; Bulkley, from \$ 2½), with 600 inhabitants. Farther on *Lake Kathleen* is passed on the left, with *Hudson Bay Mt.* (8500 ft.) rising behind. Beyond (751 M.) *Moricietown* (1332 ft.) the Bulkley flows through numerous rocky cañons. To the W. are seen the imposing snow-streaked peaks of the *Roche's Déboulé's Mts.* (8100 ft.). Beyond (775 M.) *New Hazelton* (1022 ft.) the line threads a tunnel, about 3000 ft. long, through *Mt. Awillegate*. — 778 M. **Hazelton** (959 ft.; *Omineca*, from \$ 2½), an old fur-trading post of the Hudson's Bay Co., lies at the head of navigation of the swift-flowing *Skeena River* (see below), the valley of which the railway now follows. In the neighbourhood of Hazelton are several argentiferous galena ore mines.

About 140 M. to the N. of Hazelton, at the headwaters of the *Skeena River* (335 M. long), is the extensive **Ground Hog Coal Field**, so called from the adjacent *Ground Hog Mt.* (6000 ft.), a highly important area of lignite as well as both bituminous and anthracite coal. — The chief tributary of the Skeena, joining it about 110 M. farther down, is the *Babine River*, the discharge of *Babine Lake* (2222 ft.), a sheet of water about 100 M. in length and 300 sq. M. in area.

Beyond Hazelton we leave the dry interior district and gradually enter that of the Pacific climate. At (791 M.) *Skeena Crossing* (780 ft.) we cross to the W. side of the river. 802 M. *Kitwanga* (577 ft.), an Indian village at the mouth of the valley of that name. — 836 M. *Pacific* (367 ft.). About 15 miles farther on, the Skeena forces its way through the greenish volcanics of the picturesque *Kitsalas Cañon*. — Beyond (861 M.) *Terrace* (216 ft.) the railway crosses the *Kitsumgallum River* and enters the *Coast Range* (p. 340). 870 M. *Amsbury* (143 ft.), opposite the mouth of the *Lakeelse Valley*. 885 M. *Exstew* (66 ft.); 897 M. *Salvus*; 909 M. *Kwinitsa*. — 922 M. *Skeena City* is situated on the narrow neck of land which connects the mainland with the *Tsimpsean Peninsula*. The line now skirts the wide estuary of the *Skeena* (comp. p. 372). Beyond (945 M.) *Phelan* we cross a

bridge spanning the picturesque channel which separates the mainland from *Kaien Island*, a mountainous island, about 6 M. long and $3\frac{1}{2}$ M. broad. The railway runs along the S. shore of the island and then bends N. along the W. side.

955 M. **Prince Rupert.** — Hotels. PRINCE RUPERT, R. from \$1 $\frac{1}{2}$; SAVOY, CENTRAL, R. from \$1; KNOX, from \$2 $\frac{3}{4}$. — U. S. CONSUL, *Mr. E. A. Wakefield*; also Norwegian and Swedish consular representatives.

STEAMERS ply regularly to *Seattle* via *Vancouver* and *Victoria* (see R. 72). to *Queen Charlotte Islands*, *Anyox*, *Stewart*, etc. (comp. below).

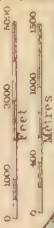
Prince Rupert, in lat. N. $54^{\circ} 16'$, about 45 M. from Alaska and over 500 M. to the N. of Vancouver, the W. terminus of the C.N.R. transcontinental line, has passed in a very few years from non-existence to the condition of a prosperous city and seaport of about 8000 inhabitants. It is named after the brilliant nephew of Charles I., who was the first governor of the Hudson's Bay Co. (1670; comp. p. 279), while for at least a century thereafter the great North-West of Canada was known as *Rupert Island*. The climate resembles somewhat that of S. Scotland, frost or snow in winter being not very considerable. The annual rainfall is over 70 inches.

The city, situated within picturesque environs, stretches along a narrow ledge of very irregular rock, about 1 M. wide, which on the W. falls off abruptly into deep sea, while on the E. it is defined by a high wooded ridge. It has been laid out at great cost in a modern style, with a network of regular streets regardless of the great difference of level. The fine natural *Harbour*, 14 M. in length, is sheltered on the W. by *Digby Island* (Government wireless station), a wooded mountainous island, separated by a channel over 1 M. in width, and by a promontory-like projection of the *Tsimpsean Peninsula* (see p. 55) into which the harbour runs deeply inland. There is a large *Government Floating Dry Dock*, built at a cost of about \$2,500,000. In 1920 the port was entered and cleared by 2769 sea-going vessels of an aggregate tonnage of 200,526 tons. The city owns its electric light and power plants, waterworks (at *Lake Woodworth*, on the mainland), and telephone system. It contains the *Provincial Government Offices* for the Skeena district, a substantial building, a little to the E. of the station, and several churches, schools, and banks. It is the centre of the important halibut and other fisheries on the N.W. coast and possesses several cold storage plants. There are also ship-building plants, saw-mills, and shingle mills. Good views are obtained from *Acropolis Hill*, to the S. of the station.

STEAMERS (*G. T. P.*) ply from Prince Rupert fortnightly to *Queen Charlotte City* (pop. 500; Premier, from \$2 $\frac{1}{2}$) and other points on the *Queen Charlotte Islands* which are separated from the coast islands of British Columbia by *Hecate Strait* (p. 371). Their total area is 3780 sq. M. The islands which have a population of about 2000 form the chief home of the *Haidas*, the cleverest of the native tribes of this coast (comp. p. 374) who are mostly engaged in fishing, the waters around the islands being famous for their rich yield of halibut and spring salmon (p. 361). In the S. part of *Graham Island*, the largest of the whole group, coal is found (comp. p. xlv).



VANCOUVER
1:60,000



Mouths of the Capilano Creek
First Narrows
or Lions Gate
Prospect Point
Reservoir

Stanley
Park
By Trees

Shelf Road
Borden

Albion Grounds
Yacht Club
Deadman's I.
Coal Harbour

Vancouver Harbour

Banks:

- 1 Blk. of Brit. N.A. B3
- 2 Royal Bk. of Can.
- 3 Bk. of Hamilton
- 4 " " Montreal
- 5 Imp. Bk. of Can.
- Telegr. & Ex. Off.
- 24 Dominion Expr. Off.
- 25 Tourist Assoc. Room

Indian Reserve
General St.

Wharves
C.P.R.

Hastings Saw Mill

Depot

Royal Mills

Saw Mill

Saw Mill

Saw Mill

Saw Mill

Saw Mill

Saw Mill

Saw Mill

Saw Mill

Saw Mill

Comp. the full account of the islands given by *Prof. Dr. George M. Dawson* in the Report of the Can. Geol. Surv. for 1879; also the *Ven. W. H. Collinson's* book mentioned at p. 365.

The G.T.P. steamers mentioned at p. 310 proceed weekly from Prince Rupert in 10 hrs. to Stewart, twice weekly in 8-9 hrs. to Anyox. — *Stewart* (pop. 300; *King Edward*, from \$2½), situated at the N. end of the *Portland Canal*, the dividing line between the S.E. corner of Alaska and Canada, has recently become known for the prosperous development of its silver-mining. — *Anyox* (*Granby Bay*, \$2½) lies at the N. end of *Portland Inlet*, with extensive deposits of copper sulphide and a large copper-smelting plant.

For the steamer-route from Prince Rupert to Vancouver, see R. 72.

70. Vancouver.

Railway Stations. *Canadian Pacific Railway Station* (Pl. B, 3), at the foot of Granville St., near the harbour; *Canadian National Railways Station*; *Pacific Great Eastern Railway Station*, a large new building in the centre of the town; *Union Station*, at False Creek, for the trains of the Great Northern Railway. For the station of the *British Columbia Electric Railway*, see below. — *Hotel Omnibuses* and *Cabs* (see below) meet all the chief trains and steamers.

Hotels. **VANCOUVER* (Pl. a; B, 3), corner of Georgia St. and Granville St., a large C.P.R. hotel, with fine view from the roof garden (see p. 359), 4-8 R. from \$2. *ALCAZAR*, corner of Homer St. and Dunsmuir St. (Pl. B, 3), 200 R. from \$1, with bath from \$2½. *REGENT*, 140 Hastings St. E. (Pl. C, 3), *GROSVENOR*, 84½ Howe St., *HUDSON*, 73 Seymour St. (Pl. B, 4, 3), *DUFERIN*, 900 Seymour St., *GREENOE LODGE*, 1011 Georgia St. W., a family hotel, at these five R. from \$1½. *CASTLE*, 748 Granville St. (Pl. B, 3). *PATRICIA*, 403 Hastings St. E., at both E. from \$1¼. *STRATFORD*, corner of Gore Ave. and Keefer St. (Pl. C, 3). *CANADA*, 514 Richards St., *BALFOUR*, 435 Pender St. W. (Pl. B, 3), *MANITOBA*, 50 Cordova St. W. (Pl. B, C, 3), *BREITOL*, 1221 Granville St., *METROPOLE* (Pl. d; B, C, 3), at these six R. from \$1; *DOMINION* (Pl. g; C, 3), corner of Abbott St. and Water St., \$2; *EUROPE*, 42 Powell St. (Pl. C, 3), *COMMERCIAL* (Pl. c; B, 3), at both R. from 75 c.

Restaurants. *The Shafer Cafeteria*, 115 Hastings St. W.; *Ritz Café*, 700 Pender St. W.; *Feller's Café*, 525 Pender St. W.

Taximeter Cabs. For the first ½ M. or less 50 c., for each addit. ¼ M. 10 c.; waiting for every 6 min. 10 c. For each article of luggage carried outside 20-40 c. Between 1 a. m. and 8 a. m. an extra charge of 20 c. is made.

Electric Tramways run through the principal streets (5 c.) and to various suburban points. — The *British Columbia Electric Railway* (station at the corner of Hastings St. and Carrall St.; Pl. C, 3) maintains an extensive system of lines running from Vancouver to *New Westminster* (p. 353; 12 M. in ¾ hr.), *Burnaby* (p. 353), *Steveston* (see p. 361), *Chilliwack* (p. 352), etc.

Steamers ply daily to *Victoria* (p. 363) and *Nanaimo* (p. 368); and to *New Westminster* (p. 353); also to *San Francisco*, *Seattle*, *Skagway*, *Ladysmith*, and other Alaskan ports. Smaller steamers run to (1½ hr.: fare 50 c.) *Bowen Island* (p. 360), to (2½ hrs.: return \$1) *Indian River* (p. 361), etc. — The fine steamships of the C.P.R. Co. start here for *Japan* and *China* and for *Honolulu*, *New Zealand*, and *Australia*. — **Ferries.** To *North Vancouver* (see p. 360) every 20 min. from the foot of Carrall St. (Pl. C, 3; return-fare 20 c.); also every ½ hr. to *West Vancouver* (see p. 360), etc. — **Small Boats** 25 c. per hr., \$1-7 per day.

Theatres. *Imperial Theatre* (opera), corner of Main St. and Harris St. (Pl. C, 3, 4); *Empress*, corner of Hastings St. and Gore Ave. (Pl. B, 3); *Avenue*, 616 Main St.; *Orpheum*, 765 Granville St., *Pantages*, 136 Hastings St. E. (these two vaudevilles). — *Arena Rink*, corner of Georgia St. and Denman St. (Pl. A, 2).

Clubs. *Vancouver Club* (Pl. 17; B, 3), Hastings St.; *Terminal City Club*

(Pl. 16; B, 3), Hastings St.; *University*, 310 Seymour St.; *United Service*, 1255 Pender St. W.; *Shaughnessy Heights Golf Club*, Granville St.; *British Columbia Golf*, 513 Hastings St. W.; *Vancouver Golf and Country Club*; *British Columbia Mountaineering Club* (founded in 1907; comp. p. 301); *V. M. C. A.* Pl. 15; B, 3), 590 Cambie St.; *Royal Vancouver Yacht Club*, Stanley Park.

Newspapers. Morning: *News Advertiser*, *The Sun*. Evening: *The World*, *The Province*. There are also a Chinese and a Japanese paper, and several weeklies and monthlies.

Post Office (Pl. B, 3), corner of Hastings St. and Granville St. — *C. P. R. Telegraph Co.*, at the station (Pl. B, 3).

Tourist Agents. *Thos. Cook & Son*, 723 Georgia St. W., near Granville St.; *Tourists' Aid Association* (Pl. 25; B, 3), 439 Granville St. — **Express Service.** *Vancouver District Telegraph & Delivery Co.*, 305 Abbott St.; *Dominion Express Co.* (Pl. 24; B, 3), Granville St.; *Great Northern Express Co.*, 440 Hastings St.; *Royal Transfer Co.*, 624 Georgia St.

U. S. Consul-General, *Mr. F. M. Ryder*. — There are also French, Belgian, Italian, Japanese, Dutch, Scanlinavian, and other consular representatives. **Oriental silks** (comp. 359), Haida Indian basket work, Chilka blankets (p. 378), and furs may be purchased at various shops.

Vancouver, the largest city in British Columbia (p. 364), named, like Vancouver Island, after George Vancouver (p. 362), is beautifully situated on *Burrard Inlet* (p. 342), which forms a splendid natural harbour (comp. p. 359). The city proper occupies mainly a narrow neck of land surrounded by water on three sides and terminating in Stanley Park (p. 359) but in a wider sense 'Greater Vancouver' comprises the districts of *North Vancouver* (p. 360), on the N. side of the inlet, and those of *South Vancouver* (p. 360) and *Point Grey* (p. 360), adjoining the city on the S. Though there were a few settlers here at an earlier period, Vancouver, or *Granville*, as which it then was known, practically dates from 1885, when it was chosen as the terminus of the C. P. R. (comp. p. 342). Its growth since then has been extraordinary. It has become the chief Canadian seaport for the Pacific, all the other main railway lines of the Province (C.N.R., P.G.E.R., G.N.R.) having their W. terminals here, and its development will no doubt largely benefit by the new route through the Panama Canal. In 1886, when it contained 600 inhab., the whole town was destroyed by fire but in the following year the population had already risen to 2000, and in 1888 to 6000. In 1911 the city contained 100,401 inhab. as compared to 26,133 in 1901, while at present the population of Greater Vancouver is estimated at 180,000 inhab., ranking the city as the fourth in the Dominion. Among these are many Chinese who have a newspaper and theatre of their own. In the substantial character of its buildings and the excellence of its streets, Vancouver compares very favourably with most towns of its age. Many of the private residences, with their lawns and gardens, are astonishingly handsome. The manufactures of the city include machinery, paper and pulp, clothing, sugar, and food products. Ship-building and salmon-canning are also carried on, and the centre of the large timber-trade of British Columbia (comp. p. 364) is located here. Vancouver has also a large share in the transit-trade of silk. The total value of its exports in the year ending March 31st, 1921, was

\$49,577,015 and of its imports \$64,731,912. — The climate is much like that of Victoria (comp. p. 363), and the annual precipitation is about 59 inches.

The traveller may begin his sight-seeing at Vancouver by ascending the roof garden of the *Vancouver Hotel* (see p. 357), which commands a splendid *View.

Around the city lies the city with its suburbs, while farther to the W. we look outwards towards the *Strait of Georgia* (p. 370), beyond which rise the dark mountains of *Vancouver Island* (p. 362). Across Burrard Inlet lies *North Vancouver* (p. 360), backed by the heavily-wooded and snow-capped peaks of the *Cascade Range*. To the S.E. we may distinguish the conical snow-peak of *Mt. Baker* (p. 362), 60 M. distant, and to the S. and S.W. are the *Olympic Mts.* The immediate environs of the town are occupied by forests of noble pines, cedars, firs, spruces, and other trees.

The chief business-thoroughfare is **HASTINGS STREET** (Pl. B. C. 3), in which are the *City Hall & Carnegie Library* (Pl. C. 3), the *Bank of British Columbia*, the *Bank of British North America* (Pl. 1: B. 3), the *Bank of Nova Scotia*, the *Royal Bank of Canada* (Pl. 2: B. 3), the *Bank of Hamilton* (Pl. 3: B. 3), etc. Among other important buildings are the *Post Office and Custom House* (Pl. B. 3); the *Court House*, in Georgia St. (between Howe St. and Hornby St.; Pl. B. 3); the *Dominion Assay Office* (visitors admitted) at the corner of Granville St. and Pender St. (Pl. B. 3), the *Bank of Montreal* (Pl. 4: B. 3) in Granville St.; *St. Andrew's Presbyterian Church* (Pl. 11: B. 3), *Christ Church* (Episc.; Pl. 9: B. 3), both in Georgia St.; *St. James's Episcopal Church* (Pl. 12: C. 3); the *First Baptist Church* (Pl. 7: B. 3), the *First Congregational Church*, at the corner of Thurlow St. and Pender St. (Pl. B. 3); the *Westeyan Church* (Pl. 13: B. 3), the *Church of the Holy Rosary* (R. C.; Pl. 10: B. 3); *St. Paul's Hospital* (Pl. 24: B. 3), in Burrard St.; *St. Luke's Hospital* (Pl. 20: C. 3); and the *Horse Show Building*, at the corner of Georgia St. and Gildford St. (Pl. B. 2). — A visit may also be paid to one of the large saw-mills, such as the *Hastings Saw Mill* (Pl. C. 3).

The **Harbour** Pl. A-D, 2, 3, entered by the *First Narrows*, a channel through which the water rushes with great speed, is safe and deep, and generally contains quite a little fleet of vessels, often including one of the great Japan liners. In 1920 the harbour was entered and cleared by 2800 vessels of 3,199,749 tons. Among the chief cargoes are tea, silk, seal-skins, coal, and timber.

The waters of Burrard Inlet abound in large and beautifully hued medusæ, and the piles of the wharves reveal, at low water, interesting algae and other forms of marine life.

The chief attraction of Vancouver to the tourist is, however, the beautiful ***Stanley Park** (Pl. A, B, 1, 2; reached by Pender St. cars; band on Sun. afternoons), 1000 acres in extent, on the wooded peninsula connected with the N.W. part of the city by a long bridge.

Visitors should make the round trip in one of the coaches or hire a carriage (\$3-5) and drive round the road encircling the park (9 M.), affording splendid views of the harbour and the sea. (The best plan is to turn to the left on entering.) The *Shell Road*, on the side next the harbour, is

perhaps the best part of the drive; and a magnificent *View is obtained here from *Brockton Point* (Pl. B, 2), at the foot of which lies the wreck of the 'Beaver', the first steamer that reached this district via Cape Horn. A transverse drive (sign-post) leads across the island through the magnificent forest with which it is clothed, passing some gigantic red pine (a few of them 260 ft. high), a spruce 44 ft. in girth, and a cedar 3 ft. larger. Foot-paths lead into the heart of the forest, which has otherwise been left almost entirely as nature made it. — Near the entrance of the park is a small *Zoological Garden* (Pl. B, 2). — A large reservoir in Stanley Park stores water brought from the Capilano River (p. 361) by large pipes below Burrard Inlet.

English Bay (Pl. A, 2, 3; electric cars), adjoining Stanley Park, has a fine beach and is frequented for bathing and boating.

Hastings Park, another beautiful area of 80 acres, situated in the E. district of *Hastings* (Pl. D, 3) contains the buildings of the *Vancouver Exhibition Association* and an interesting *Zoological Garden*.

The *Marine Drive* (ca. 21 M. long), leading through *Kitsilano* (Pl. A, 4), with a good bathing beach, and along the beach around *Point Grey* (see bel w) affords magnificent views of the sea. — *Bowen Island* (steamer, see p. 357), situated 15 M. to the W. of Vancouver, at the entrance to *Howe Sound*, is a favourite summer-resort.

Adjoining the city boundaries on the S. extends **South Vancouver**, a separate municipality of about 40,000 inhab., with electric street railways, several saw-mills, foundries, and other factories. *Main Street*, one of the chief thoroughfares, runs from the N. arm of the Fraser River, the S. limit of the town, N. to Burrard Inlet (comp. Pl. C, 4, 3), a distance of about 6 M. — To the W. South Vancouver borders on **Point Grey**, a rapidly growing and fashionable suburb, which juts out along the S. shore of *English Bay* (see above), extending W. as far as *Point Grey* (Government wireless station), on the Strait of Georgia. Point Grey which is reached from Vancouver by several car lines contains the residential district of *Shaughnessy Heights*, with some very fine houses. The *Provincial Normal School* is situated here in 12th Ave., and at the W. extremity are the fine grounds of the *University of British Columbia*, opened in 1914 and attended by about 900 students. There is an *Agricultural College* in connection with the university. The *Golf Links* are situated on English Bay, about 2½ M. from the university.

Opposite Vancouver to the N., on the N. side of Burrard Inlet, which here is about 2½ M. wide (ferry, see p. 357), lies **North Vancouver** (*Palace, North Vancouver*, from \$ 2½; *St. Alice*, R. from 75c.) a progressing and residential city of (1921) 9987 inhab. It is a station on the P.G.E.R. (see p. 361), and the British Columbia Electric Railway maintains a frequent service in the city and the environs. The city owns its electric light, power, and water works and carries on various industries including lumbering and ship-building. The *Grand Boulevard*, a magnificent and unusually broad thoroughfare, affords pretty views. — On the W. North Vancouver is adjoined by the new municipality of **West Vancouver**, charmingly situated on gently sloping land and stretching as far W. as the *Howe Sound* (see above). A ferry (see p. 357) makes connection with Vancouver.

The ENVIRONS of North Vancouver afford numerous pleasant excursions. Visitors may take the electric car to *Capilano River* (comp. p. 360) where automobiles connect for the (4 M.) *Capilano Cañon* (*Conque View Hotel*, from \$3), a beautiful gorge, spanned by a suspension-bridge, 350 ft. in length and 190 ft. above the river. Travellers who have made this trip by carriage (from \$3) may continue their drive along the 'Keith Road' to *Seymour Bridge* where a road diverges to the (2 M. from the bridge) *Seymour Cañon*, another pretty ravine, and (13 M.) the *North Arm*, a continuation of Vancouver Harbour. At *Indian River* (Wigwam Inn), at the head of the arm is a large hydro-electric plant. The North Arm may also be reached directly from Vancouver by a fine steamer-trip (see p. 357). — *Lynn Valley*, another beautiful resort, is reached from North Vancouver via the Lynn Valley Road and Westover Road.

Electric cars run to the foot of *Grouse Mountain* (4350 ft.), the top of which, ascended in 3¼-4 hrs. by a good path (great and scenic railway contemplated), affords a fine view of the city and its environs. — The ascent of the *Crown* (5660 ft.), an extinct crater, requires 6 hrs. (via *Sister Creek*, an affluent of the Capilano). That of the *Lions* (6500 ft.), across the valley to the W., takes considerably longer.

FROM VANCOUVER TO STEVESTON, 16 M. *British Columbia Electric Railway* in ¾ hr. (return-fare \$1.20). — *Steveston* (*Sask Lake*, from \$4), with 1100 inhab., situated on *Lulu Island*, at the mouth of the Fraser, is the headquarters of the salmon-packing industry and may be visited (best in July or Aug.) for the sake of inspecting one of the salmon-canneries. This is an interesting though not very appetizing experience; but even the most fastidious may visit a cold storage depot, to which the fish are transferred direct from the boat. Five varieties of salmon are recognized in British Columbia: sockeye or red salmon (also known as blue back), quinnat or spring salmon (also called tyeo or king salmon), coho or silver salmon, humpback or pink salmon, and dog or chum. The first of these, the flesh of which possesses a fine taste, is chiefly used for canning while the second is the largest of them attaining a weight from 10 to 40 lbs. though specimens of 75 lbs. or even 100 lbs. have also been caught. The salmon-fleet here often offers a picturesque sight.

Good shooting and fishing (comp. p. lvii) can be obtained in the environs of Vancouver. The game includes bears, wolves, mountain-goats, deer, caribou, moose, ducks, grouse, partridges, and English pheasants (successfully introduced into British Columbia and Vancouver Island).

FROM VANCOUVER TO SEATTLE by the *Great Northern Railway*, 156 M., in 5½ hrs. The line runs direct to (14 M.) *New Westminster* (p. 353). 98 M. *Blaine*, where a 'Peace Portal' has been erected recently on the International Boundary. Thence to (158 M.) *Seattle*, see *Baedeker's United States*.

FROM VANCOUVER TO SEATTLE by the *Northern Pacific Railway*, 178 M., in 8 hrs. From Vancouver to (53 M.) *Sumas*, see p. 353. From this point, where we quit Canada, to (178 M.) *Seattle*, see *Baedeker's United States*.

The *PACIFIC GREAT EASTERN RAILWAY* from Vancouver to *Prince George* (p. 354) is now being built by the British Columbia Government. This line will run via *Britannia Mines*, with important copper deposits, and (ca. 40 M.) *Squamish* (Newport, R. \$1), a thriving port at the N. end of *Howe Sound* (p. 360), whence it reaches the district of the *Garibaldi Park*, an Alpine region with extensive snow-fields and glaciers, called after *Mt. Garibaldi* (ca. 8700 ft.; first ascended in 1907). 70 M. *Mons* (Rainbow, \$4), a fishing and hunting resort. After traversing the fertile districts of *Pemberton* and *Lillooet* (p. 339) the line will follow a route along the old Cariboo Road and the Fraser River similar to that described at p. 339.

From Vancouver to *Banff*, see R. 66; to *Edmonton*, see R. 62; to *Alaska*, see R. 72.

71. From Vancouver to Victoria.

Vancouver Island.

Comp. Map at p. 369.

84 M. STEAMERS daily in $4\frac{1}{2}$ - $7\frac{1}{2}$ hrs. There is often sufficient motion on the Strait of Georgia to cause sea-sickness.

Vancouver Island, which is reached by this route, is the largest of the numerous islands included in British Columbia (p. 364), being 290 M. long and 50-80 M. wide, with an area of about 14,000 sq. M. (about half the size of Scotland). It extends from $48^{\circ}20'$ to 51° N. lat. It is separated from the mainland by the Strait of Georgia (p. 370) and the Canal de Haro (see below) and from the State of Washington by the Straits of Juan de Fuca. Its E. shore is comparatively unbroken, while the W. coast (ca. 1300 M. of coast-line) is indented by numerous fjords, such as *Barkley Sound* (p. 368), *Aiberni Canal* (see p. 368), *Nootka Sound*, and *Quatsino Sound*. The greater part of its surface is covered with mountains, reaching a height of 6-7000 ft. (*Victoria Peak* 7484 ft.), and with dense forests (chiefly Douglas fir), though there are also large areas of cultivable land. It is rich in minerals but as yet practically only its valuable coal-fields, containing a reserve of about 5000 million tons, have been exploited in the districts of Nanaimo (p. 368), Comox (p. 370), and Squash (about 125 M. to the N. of the last-mentioned place). In addition to coal-mining, lumbering and fishing form the chief industries. The Indians of the island belong to the tribes of the *Kwakiutl*, the *Nootkas*, and the *Salish*, among the last two of whom the curious habit of flattening the heads of the infants still prevails, while the *Kwakiutl* prefer to elongate them. The Indians are for the most part engaged in fishing. Vancouver Island is almost free from the mosquito and the black fly, which are often troublesome on the mainland. The climate is mild owing to the warm Japanese (Kuro-Sivo) current and resembles that of the S.W. of England (comp. pp. 363, xlviii).

The island was discovered by Juan de Fuca in 1592, and takes its name from George Vancouver (1758-98), the great British seaman, who surveyed its coasts in 1792-4. In 1843 the Hudson's Bay Co. (p. 279) took possession of the island by establishing *Fort Camosun* but its lease expired in 1849 when the island was constituted a Crown Colony. In 1866 it was united with British Columbia (comp. p. 364).

Comp. 'Vancouver Island', published by the Vancouver Island Development League; 'The First Circumnavigation of Vancouver Island', by C. F. Newcombe (Victoria, 1914); and the books mentioned at p. 365.

Vancouver, see p. 357. The steamer quits the *Harbour* (p. 359) and descends *Burrard Inlet*, passing the wreck of the 'Beaver' (p. 360) to the left. Good retrospect of the city. On reaching the *Strait of Georgia* (see p. 370), it turns to the left and steers to the S. To the W. rise the blue mountains of *Vancouver Island*, to the E. the majestic snow-capped cone of the volcanic *Mt. Baker* (10,827 ft.), situated in the state of Washington, the last outlier of the Cascade Range. The line of separation between the waters of the Fraser and the Strait is very sharply defined. Farther on we leave the Strait and steer through (44 M.) *Active Pass* into the archipelago lying off the S.E. coast of Vancouver Island, through which our course lies for the next 25 M. Passing to the E. of *Sidney* (see p. 367) and, farther on, keeping between (r.) *James Island*, and (l.) *Sidney Island* we enter the *Canal de Haro*, which the arbitration of the Emp. William I. of Germany in 1872 decided to be the line of demarcation between British and American possessions. It lies between Vancouver Island, on the





VICTORIA
& ESQUIMALT

1:33 000

0 200 400 600 800 1000 1200 1400 1600 Feet

0 2 4 6 8 10 Miles

- 1 Can. Bk. of Commerce F2
- 2 Bk. of Brit. N. Am. F1
- 3 Imp. Bk. of Canada F1

right, and *San Juan Island*, on the left. Ahead, beyond the *Straits of San Juan de Fuca*, rise the *Olympic Mts.* Finally we turn to the right (W.), round a rocky headland, and enter the narrow harbour of (84 M.) *Victoria*.

Victoria.

Hotels. *EMPRESS* (Pl. a; F, 2), a C. P. R. hotel, overlooking the harbour, 278 R. from \$2; *STRATHCONA*, Douglas St., near the Union Club (see below). R. from \$1½, with bath from \$1¼; *ST. JAMES*, 42 Johnson St., R. from \$1¼, with bath from \$2; *DOMINION* (Pl. g, F, 2), Yates St., opp. the Public Library, well spoken of; *METROPOLIS*, 712 Yates St.; *WESTHOLME*, 1417 Johnson St., at these three R. from \$1½; *DALLAS* (Pl. e; E, 2), facing the sea, near the Outer Docks, *KING EDWARD* (Pl. d, F, 1, 2), 641 Yates St., *DOUGLAS*, at these three R. from \$1. — *Peedle Dog Restaurant*, Yates St.

Cabs: per drive within the city, 1-2 pers. 50c., each addit. pers. 25c.; to or from steamer or train, each pers. 50c.; per hour \$1.50; per day \$2½-5½; each trunk 25c., small baggage free.

Electric Tramways run through some of the chief streets and to the outer wharf (1½ M.; 5c.); also to (3 M.) *Esquimalt* (10c.).

Steamers ply daily to *Vancouver* (see p. 357); also to ports in *British Columbia* and *Vancouver Island* (Nanaimo, Comox, etc.). *Puget Sound Ports*, *San Francisco*, *Alaska* (see p. 376) to the *Orient* and *Australasia* (comp. p. 357). — **Car Ferries** of the C. N. R. and the G. N. R. run to *New Westminster* (p. 358). — **Boats** 25c. per hr., \$1-7 per day.

Clubs. *Union* (Pl. F, 2), corner of Courtney St. and Douglas St.; *Victoria*, corner of Fort St. and Broad St. (Pl. F, 2); *Pacific* (Pl. F, 2), Fort St.

Sports. *Cricket* is a favourite game at Victoria, and there are grounds at both the military and naval stations. — *Golf Courses* at *Esquimalt* (p. 366) and *Oak Bay* (p. 366). — A large *Regatta* is held annually on May 24th.

Shops. There are several good shops, chiefly in Johnson St. (Pl. F, 1), where Chinese and other Oriental curiosities may be advantageously purchased by experienced buyers. Indian (Alaskan) curiosities may be obtained of the Indian pedlars who haunt the steamboat-wharves.

Post Office (Pl. F, 2), Government St. (open 7-11). — *C. P. R. Telegraph Co.*, Troncoe Ave. — *Telephone Co.*, above the Bank of Montreal.

Express Service. *B. C. District Telegraph & Delivery Co.*, Theatre Block, View St. (Pl. F, 2); *Dominion Express Co.*, *North Pacific Express Co.*, *Wells Fargo Express Co.*, corner of Government St. and Troncoe Ave.; *Victoria Transfer Co.*, 21 Broughton St. — *Tourists' Aid Association*, 34 Fort St. (Pl. F, 2).

United States Consul, *Mr. R. B. Mosher* — There are also French, Belgian, Swedish, and Norwegian consular representatives.

Victoria, the capital of *British Columbia* (see p. 364) and seat of the Lieutenant-Governor, is a quiet and attractive little city with (1920) about 65,000 inhab. (31,660 in 1911), beautifully situated at the S.E. end of *Vancouver Island*, forming a pleasant contrast to some of its rather raw-looking neighbours on *Puget Sound*, and containing a larger proportion of a cultivated 'leisured class' than is usual in the Far West. The substantial buildings, the wide and well-kept streets, the gay flower-gardens, and the numerous country-houses in the environs give the place quite an old-world air; while the climate, with a mean temperature of 39° Fahr. in Jan. and of 61° in July (mean annual extremes + 20° and + 85°), rivals that of the most delightful health-resorts in the South of England. The annual precipitation is about 27 inches. The population is very heterogeneous, including a strong contingent of Chinese (comp. p. 366). *Victoria*

carries on a large trade in canned salmon, lumber, coal, rice, etc. Its manufactures include lumber, boots, clothing, cement, bricks, boats, carriages, furniture, soap, brass, and machinery. In 1920 its harbour was entered and cleared by 4338 seagoing vessels of 3,922,892 tons (incl. 417 British ships of 707,029 tons).

Fort Victoria was established here by the Hudson's Bay Co. in 1842, but did not begin to assume the aspect of a town before the gold-mining excitement of 1858. In 1866 Vancouver Island was united with British Columbia, and Victoria was selected as the capital of the province instead of New Westminster (p. 353). From 3270 inhabitants in 1871 the population rose to 20,816 in 1901. In 1893 Victoria was made the station of a corps of Royal Marine Artillery and Royal Engineers, but it is now garrisoned by Canadian troops.

British Columbia, of which Victoria is the capital, is in shape an irregular oblong, extending from the W. boundary of the Province of Alberta to the Pacific Ocean and the S. coastal strip of Alaska (comp. p. 373), while on the N. in 60° lat. N. it borders on the Yukon and Mackenzie Territories and on the S. at 49° lat. N. on the Straits of Juan de Fuca and the United States (Washington, Idaho, Montana). Its extreme length is 1200 M. and its greatest width 650 M. It is the third largest province of the Dominion, with an area of 395,610 sq. M. or three times the area of the United Kingdom. It is essentially a mountainous district, being traversed in a N.W. direction by five chief ranges, viz. the *Rocky Mts.* (pp. xlii, xliii), the *Purcell Range* (p. 328), the *Selkirk Range* (p. 331) the *Coast Range* (p. 340), and the *Island Range* (comp. p. xliii) which last includes Vancouver Island (p. 362) and the Queen Charlotte Islands (p. 356). Between the Coast and Selkirk Ranges extends the vast Interior Plateau (comp. pp. xlii, xlii). Among the more important rivers are the *Fraser* (p. 349), the *Columbia* (p. 328), the *Skeena* (p. 355), the *Stikine* (p. 377), the *Peace* (p. 312), and the *Liard* (p. 314). Parts of the province belong to the hydrographic basins of the *Mackenzie* (p. 314) and the *Yukon* (p. 386). The available water-power of the mainland is approximately over 4 million horse-power of which ca. 312,000 horse-power were utilized in 1919. For the climate, comp. pp. xlvii, xlviii. — The population which in 1911 was 392,480, as compared with 178,657 in 1901, amounted to 661,663 in 1921. Included in this number are about 20,000 Indians and 30,000 Chinese and Japanese. The density of population per sq. M. is 1.64.

About 50,000,000 acres of the province are suitable as farmland and the agricultural produce for 1920 is valued at \$ 28,941,800. Fruit-growing is extensively carried on in the Okanagan Valley (p. 338), the Columbia-Kootenay district (pp. 344, 345), and other regions. The resources of the province have so far been developed only to a limited extent. Its staple industries are lumbering, fishing, and mining. The vast forests, the area of which according to latest estimates is over 156,250 sq. M. with about 401,000 million feet of merchantable timber, contain some of the finest timber in the world. The most important tree is the Douglas fir (named after David Douglas, the botanist; p. lxxviii), which, on the coast, sometimes attains a height of 300 ft., though its average height is 180 ft. The red cedar (chiefly manufactured into shingles), the hemlock, and the spruce are also important varieties. In the coast valleys occurs a species of buckthorn (*Rhamnus Purshiana*) the bark of which is used in medicine under the name of Cascara Sagrada. The value of the forest products in 1920 amounted to \$ 92,628,000. Many of the rivers abound in salmon (comp. p. 361), while halibut, herring, cod, and other fish are taken on the coast. The clam fishery has lately also become important and surpasses the production of oysters. The value of the sea fisheries at the point of landing in 1919 was \$ 25,301,607, being more than one third of the whole yield of the Dominion. The whaling industry is also thriving. There are numerous varieties of game in British Columbia, including the English pheasant (comp. p. 361). — In the value of mineral production which

amounted to \$ 88,014,915 in 1920 the province ranks only after Ontario (comp. p. 210) its output being 20 per cent of the total mineral production of the Dominion. The mineral resources include coal (\$ 116,026,639; comp. pp. 341, 345, 363), the coal reserves of the province (including Vancouver Island, see p. 362) being estimated at over 60,000 million tons at the lowest. Other minerals are gold (\$ 3,437,145; comp. pp. 339, 340) most of which is taken out by lode mining, silver (\$ 3,592,673), copper (\$ 7,939,896), zinc (\$ 3,540,429), and lead (\$ 1,526,955). — The manufactures (value of products in 1919 \$ 215,175,517) include lumber, pulp, paper, salmon-canning (comp. p. 361), smelters, and ship-building. In 1920-21 the exports (chiefly minerals, sea products, lumber, etc.) amounted to \$ 84,553,649, the imports to \$ 81,553,649.

The mainland of British Columbia, once known as *New Caledonia* after the example of Simon Fraser (p. 349), was leased to the Hudson's Bay Co. (p. 219) until 1858, when it was made a Crown Colony. After its union with Vancouver Island (p. 362) it entered the Canadian Confederation in 1871. In 1921 it was proposed to amalgamate that part of Northern British Columbia lying N. of the 52nd parallel with the Yukon Territory in order to form a new province. For 1919-20 the revenue was \$ 12,603,960 and the expenditure \$ 13,313,803 (estimate for 1920-21 \$ 13,873,245 and \$ 17,410,673 respectively). — The lowest coin current in British Columbia is the piece of 5 cents.

BIBLIOGRAPHY. A clear and complete account of the geography and resources of the province is given in *John B. Thornhill's* 'British Columbia in the Making' (London, 1913; 5 s.). *Ford Fairford's* 'Provinces of Canada: British Columbia' (London, 1914; 2 s.) contains a general account of the resources of the country, and *A. G. Brown's* 'British Columbia' (London, 1912) deals with the history, people, commerce, industries, and resources of the area. The official 'Year Book of British Columbia and Manual of Provincial Information' (Victoria 1911, with addenda down to 1914; \$ 1) is a very useful compilation. A very interesting description of the country is given in *C. F. J. Gallwey's* 'The Call of the West: Letters from British Columbia' (London, 2nd ed., 1918; 12s. 6d.). 'In the Wake of the War Canoe', by the *Ven. W. H. Collison* (London, 1915; 5s.), an account of the author's missionary activity on the coast of British Columbia and the Queen Charlotte Islands, gives valuable information on the natives of these regions. *P. L. Haworth's* 'On the Headwaters of Peace River' (New York, 1917; \$ 4) is the story of a hunter's canoe trip. Comp. also 'The Great Pacific Coast', by *C. Reginald Enock* (London, 1919; 'Sunset Canada', by *A. Bell* (Boston, 1918); and the books by *Sir John Rogers* and *F. A. Talbot* mentioned at pp. 110 and 316, and by *W. A. Baillie Grohman* and *Th. Martindale* cited at p. lxviii.

Following *Belleville Street* (Pl. E, F, 2) from the steamboat-wharf to the centre of the town (tramway, see p. 363), we pass the ***Parliament Buildings** (Pl. F, 2, 3), a tasteful group, facing *James Bay*, an arm of the harbour, and erected at a cost of \$ 800,000. A statue of *Captain Vancouver* (p. 362) surmounts the dome, while in front stand a monument commemorating *Sir James Douglas*, the first governor of the colony, and a *Statue of Queen Victoria* (by A. Bruce-Jay), the latter unveiled in 1921. The buildings include the *Parliament House*, where admission to the sittings of Parliament (one chamber only) is easily obtained, the *Provincial Museum & Library*, and the *Government Offices*. The Museum contains fine collections of the geology and natural history of Vancouver Island.

The other chief buildings of Victoria include the *City Hall* (Pl. F, 1), the *Court House* (Pl. F, 1), the *Post Office & Custom House* (Pl. F, 2), the *Marine Hospital* (Pl. E, 1), the *Anglican Cathedral* (Pl. F, 2), the

Roman Catholic Cathedral (Pl. F, 2), the *St. Anne's Convent* (Pl. F, 2), the *Exhibition Building* (beyond Pl. F, 2), *St. Joseph's Hospital* (R. C.; Pl. F, 2), the *Jubilee Hospital*, the *Victoria Theatre* (Pl. F, 2), the *Victoria Public Library* (Pl. F, 1), the *Assembly Hall* (Pl. F, 2), the *Banks* (Pl. 1-4; F, 1, 2). There are several well-built *Schools*, including one of the *Provincial Normal Schools*.

***Beacon Hill Park** (Pl. F, 3, 4) affords pleasant walks and drives among its fine trees, and commands charming views of the Straits of San Juan de Fuca, the Olympic Mts., Mt. Baker (to the E.), and the city. It contains a small collection of native beasts and birds.

A visit to the **Chinese Quarter**, with its drug and curiosity stores, its joss-houses, its theatre, and its restaurants, is highly interesting. — There is a reservation of *Songhish* or *Songhees Indians* (Pl. E, 1) near the city, and survivors of this tribe are often seen in the streets and at the wharves.

On *Little Saanich Mt.*, reached by the British Columbia Electric Railway, stands the *Dominion Astrophysical Observatory* with a 72-inch reflecting telescope, the second-largest in the world. — A visit may also be paid (tramway No. 6) to the *Meteorological Observatory*, at *Gonzales Point*, to the S.W. of the city.

About 3 M. to the W. of Victoria, reached by a good road lined by beautiful trees and passing near the *United Service Golf Links* (tramway, see p. 363), lies **Esquimalt** (accent on second syllable; Pl. A-C, 1, 2), an attractive English-looking town, with ca. 5000 inhab., on a picturesque bay, with a fine land-locked harbour (36 ft. deep). Down to 1905 Esquimalt was the headquarters of the British Pacific Squadron, but in that year it was handed over to the Dominion Government, and the *Navy Yard* was dismantled. The fine *Dry Dock* (Pl. B, 1), however, 430 ft. long, 65 ft. wide, and 26 ft. deep, has been retained for the use of Canadian vessels. A large graving dock is to be constructed by the Dominion Government. At the dockyards is the building of the *Royal Naval College*, formerly at Halifax. Esquimalt and the entrance to the harbour are strongly fortified. — Esquimalt is also a station on the E. & N. R. (p. 367).

Several other pleasant **DRIVES** may be taken from Victoria, the roads around the city being usually excellent and running through luxuriant woods of pines, maples, alders, arbutus, madronas, English oaks (not known on the mainland), wild roses, and syringas. Among the most popular points are *Oak Bay* (with *Oak Bay Park*, the *Victoria Golf Links*, and good opportunities for boating and bathing; hotel, from \$5), *Cordova Bay*, *Cadboro Bay*, *Mt. Tolmie* (view), and the district of *Metchoin* (15 M.; stage). — Motorists are strongly recommended to take a ride on the **Malahat Drive*, a motor-road skirting the E. coast as far as (170 M.) *Campbell River* (p. 368) and passing through most impressive and beautiful scenery.

A **STEAMER** plies twice weekly to *Mayne Island* (Mayne Island, \$2), a favourite summer-resort. — **BOATING** and **SAILING** are also carried on here with great zest, a favourite trip being that up the inlet known as the **Gorge*, in which rapids are formed by the tide (steam-launch from the city hourly in summer; fare 25 c.). A park has been laid out here. — Good **SHOOTING** and **FISHING** are obtainable within easy reach of the town.

A short RAILWAY, opening up a good farming-country, runs to the N. from Victoria across the so-called *Saanich Peninsula* to (18 M.) *Sidney* (Hotel, from \$ 2), with 1000 inhab. and a landing experimental station (1912; 125 acres). From Sidney a steamer runs daily to *Crofton* (Hotel, from \$ 2), affording a charming trip among the islands of the Strait of Georgia. — A line of of the CANADIAN NATIONAL RAILWAYS (Can. North. Div.) runs parallel to this line along the coast but finally crosses it to (16 M. from Vancouver) *Patricia Bay*, situated on *Saanich Inlet* which separates the peninsula from the main body of Vancouver Island.

From Victoria to *Nanaimo* and *Courtenay*, see below; to *Sitka*, see R. 72.

From Victoria to Nanaimo and Courtenay.

Comp. Map. at p. 369.

140 M. *ESQUIMALT & NANAIMO RAILWAY* (C. P. R.) in $7\frac{1}{2}$ hrs. (fare to Nanaimo \$ 2.50, to Courtenay \$ 5.60). — The scenery on this line, which follows the E. coast of the island, is bold and impressive. The work of construction was attended by considerable difficulty and numerous high bridges and trestles were necessary.

Victoria, see p. 363. From the *Station* (Pl. F. 1) the train runs W., crossing by a bridge *Victoria Harbour* (Pl. E, F. 1, 2) to *Esquimalt Peninsula*, 4 M. *Esquimalt* (see p. 366); 8 M. *Cobrood* (246 ft.; Hotel, from \$ 2), with limestone quarries. Beyond (11 M.) *Goldstream* (280 ft.; Goldstream, \$ 3) the line crosses the *Goldstream River*, describes a short loop to the E., and then turns N.

From (20 M.) *Malahat* (915 ft.), the summit of the line, the railway descends rather rapidly viâ (22 M.) *Fitzgerald's* and (25 M.) *Cliffside* to (26 M.) *Strathcona Lodge* (456 ft.; *Strathcona Hotel*, from \$ $4\frac{3}{4}$, with boats, etc.), on the *Sharnnian Lake*, 17 M. long, which is a favourite resort for boat-races. — 31 M. *Cobble Hill* (315 ft.; Hotel, from \$ $4\frac{1}{2}$), with the hill of that name (1100 ft.) rising on the W. The line then traverses the wide valley of the *Cowichan River* (see below) which it crosses at (36 M.) *Cowichan* (119 ft.). 40 M. *Duncan* (50 ft.; *Tzouhalem R.* from \$ 1; *Quamicham*, from \$ $3\frac{1}{2}$), an attractive country-town of 1500 inhabitants. To the E. is *Mt. Tzouhalem*.

A branch-line ascends from Duncan to the W. along the N. side of the *Cowichan Valley*, with the river meandering between its banks, to (20 M.) *Cowichan Lake* (Riverside, from \$ $3\frac{1}{2}$), a salmon-fishing resort, situated at the E. end of the lake of that name (25 M. long; steamer).

Beyond Duncan the small *Somenos Lake* lies to the right of the railway. 43 M. *Somenos* (108 ft.). 44 M. *Tyee* (129 ft.), with an aerial tramway of the Tyee Copper Co. on *Mt. Sicker* (2400 ft.), rising about 4 M. to the N.W. — Farther on, *Mt. Richards* (1100 ft.) is seen to the E. Beyond (47 M.) *Westholme* (29 ft.) we cross the *Chemainus River*. 51 M. *Chemainus* (109 ft.; pop. 500; U. S. Cons. Agent), a small seaport (lighthouse), has some very large lumber-mills and logging-camps. To the W. of Chemainus is *Mt. Brenton* (ca. 4000 ft.).

The line now runs along the coast to (58 M.) *Ladysmith* (83 ft.; *Travellers*, from \$ $3\frac{1}{4}$; *Western*, from \$ 3; *Abbotsford*, from \$ $2\frac{1}{2}$), on the fine *Oyster Harbour*, with 3500 inhab., the terminus of a car-ferry (C.P.R.) from the mainland and of importance as the shipping

port for the adjacent mining district. There is here a large smelter of the Tye Copper Co. (comp. p. 367).

Beyond Ladysmith the train for some time runs parallel to the railway of the *Extension Coal Mines*, situated about 10 M. to the N.W. — A little to the N. of (65 M.) *Cassidy* (132 ft.) the *Nanaimo River* is crossed. 67 M. *South Wellington* (124 ft.), with coal-mine.

73 M. *Nanaimo* (133 ft.; *Windsor*, from \$ 4 $\frac{1}{4}$; *Blackstone* \$ 3 $\frac{1}{2}$; *U.S. Cons. Agent*) is a quaint and lively seaport, directly opposite Vancouver, with (1919) 7800 inhab., and an important coal-mining town, the district yielding about a third of the total coal output of the province (comp. p. 365). The pretty, rose-gardened cottages of the city are very unlike the grimy abodes of coal-miners in England. Nanaimo is also the centre of an extensive herring-industry, and there are also large saw-mills, shingle-mills, brickyards, etc. The H. B. Co.'s *Blockhouse* (the 'Bastion') dates from 1833. — Behind the town rises (4 M.) *Mt. Benson* (3300 ft.) the top of which (view) is reached by a good road.

Good boating may be enjoyed in the bay and numerous pleasant excursions may be made. *Wellington* (see below) may be reached by a pretty road through luxuriant woods, or by water viâ (3 M.) *Departure Bay*. — STEAMERS ply to *Victoria* (comp. p. 370), to (38 M.; 2 $\frac{1}{4}$ hrs.) *Vancouver* (p. 367), to *Union Bay* (see below), etc.

77 M. *Wellington* (Somerset, from \$ 2 $\frac{1}{2}$, 2 M. from the village *Wellington Ho.*, from \$ 2), with important coal-mines. — 87 M. *Nanocse*. — At (95 M.) *Parksville Junction* (Island, \$ 5) a branch-line to *Port Alberni* (see below) diverges to the left.

FROM PARKSVILLE JUNCTION TO PORT ALBERNI, 39 M., *Esquimalt & Nanaimo Railway* (C.P.R.) in 2 $\frac{1}{4}$ hrs. (fare \$ 1 $\frac{1}{2}$). — This railway runs to the W. 13 M. *Cameron Lake* (Cameron Lake Chalet, a C.P.R. summer hotel, from \$ 4), a much-frequented summer-resort on that lake. — 22 M. *Arrowsmith*, whence *Mt. Arrowsmith* (5978 ft.) may be climbed. — 32 M. *Bainbridge*; 37 M. *Alberni*. — 39 M. *Port Alberni* (*Somass*, from \$ 4; *Beaufort*, \$ 3 $\frac{1}{4}$), at the head of the *Alberni Canal* (p. 362) which here is only 14 M. distant from the E. coast of the island, is a pretty and growing tourist resort of about 1500 inhab. and the distributing point for the whole W. coast of the island. It possesses a deep and spacious landlocked harbour. Steamers ply hence regularly to ports on the W. coast and to Vancouver. A little to the W. of the town lies the pretty *Sproat Lake*.

About 20 M. to the N.W. of Port Alberni extends *Strathcona Park*, a provincial park reserve of 360 sq. M., comprising part of the beautiful interior Alpine region of the island. *Buttle Lake*, in this area, a wonderful sheet of water, 22 M. long and 1 $\frac{1}{2}$ -1 $\frac{1}{2}$ M. wide, attracts numerous visitors.

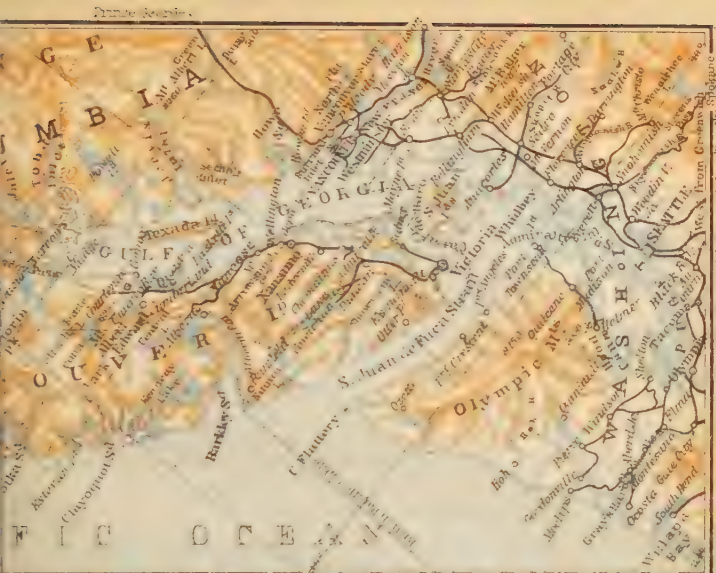
Not far from the mouth of the Alberni Canal (see above), on *Barkley Sound*, lies *Banfield*, the starting-point of the British Pacific cable (1902).

102 M. *Qualicum Beach*, with a golf-course. — 130 M. *Union Bay* (Nelson, from \$ 4 $\frac{1}{2}$), opposite *Denman Island*, is a small seaport, with regular steamer-connection with Comox, Nanaimo, Victoria, Vancouver, etc. A railway runs hence inland through a hilly country to (12 M.) *Cumberland* (Cumberland, from \$ 3 $\frac{3}{4}$; *Waverley*, from \$ 3; *U. S. Cons. Agent*), with 1500 inhab. and important coal-mines.

140 M. *Courtenay* (Riverside, from \$ 4 $\frac{1}{2}$; *Courtenay*, from \$ 4), whence an extension to *Campbell River* (comp. p. 366), about 25 M. to the N., is under construction.







VIII. ALASKA AND THE YUKON.

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72. From Victoria to Sitka.

General Remarks. The *SCENERY* of the Inside Passage described below is of a most grand and unique character, such as probably cannot be seen elsewhere at so little cost and with so little toil or adventure. Nearly the whole of the voyage is in the calm channel between the coast-islands and the mainland, so that sea-sickness need not be dreaded. The weather is generally pleasant in June, July, or August when the sun may be quite powerful during the day. But as the nights on board are often very cold, a warm woollen coat should be taken, with perhaps an additional heavy woollen or fur rug. A fur coat in summer may be dispensed with. High stout boots and galoshes are desirable for the short excursions on land, and waterproofs are indispensable. On the Yukon journey (comp. p. 385) a mosquito-net should not be forgotten. Deck-chairs may be bought or hired at the port of departure. Travellers extending this trip to the interior of the country (comp. p. 387) are recommended to limit their luggage as much as possible and to avoid heavy bulky trunks. — Passengers on this trip live almost entirely on the steamers (see p. 370). There are but few hotels in Alaska and in food and comfort, especially in the interior of the country, they do not, as a rule, reach the average standard of usual tourist-resorts. Generally rooms only are provided whereas the meals have to be taken at a restaurant.

Native curiosities can, perhaps, be best obtained at Sitka (p. 382), furs at Juneau (p. 378). In buying the latter, the traveller should be on his guard against deception and patronize the larger and more respectable stores only. United States money is the current coin. It should be remembered that on all fares a war-tax of 5 per cent is levied by the Government. For the head-tax, see p. xii. — Alaska time is 1 hr. behind that of the Pacific standard (p. xiii).

In the description of the text the usual route of the steamers mentioned first on p. 370 is followed. The approximate distances from Victoria by this course are given in nautical miles (7 naut. miles = about 8 statute miles).

It need hardly be said, that those who wish to get a more intimate knowledge of the interior of the country should make the steamer voyage on the Yukon (comp. p. 385) or enter the country from the S. coast by means of one of the railway-lines (comp. pp. 379, 380).

Steamer Routes. The tourist bound for *S. E. Alaska* may avail himself of the following lines. As the sailings are subject to change, travellers are advised to apply for the latest information to the head-offices of the various companies or to any of their agents. Berths should be secured well in advance. The boats are comfortable and have good cuisine.

1. **PACIFIC COAST STEAMSHIP CO.** (San Francisco). This company makes several trips from *Tacoma* to *Sitka* and back every summer (June-Aug.), taking about 11 days to the round journey (fare \$100-250, according to position of berth and stateroom). The usual ports of call are Seattle, Port Townsend, Victoria, Prince Rupert, Ketchikan, Wrangell, Juneau, Treadwell's, Skagway, the Taku and Davidson Glaciers, Glacier Bay, Killisnoo, and Sitka. — Other boats of the same company sail fortnightly the year round, carrying freight as well as passengers. They take 12-14 days for the round trip from *Tacoma* (fares \$80-200), and call at more points in Alaska. The fares from Seattle, Port Townsend, or Victoria are the same as those from *Tacoma*.

2. **CANADIAN PACIFIC RAILWAY CO.** (British Columbia Coast Service). The 'Princess Line Steamships' ply once weekly during summer, less often in winter, from *Victoria* and *Vancouver* in 5 days to *Skagway* (p. 381; fare, including meals and berths, \$30, return \$60), calling at Alert Bay, Prince Rupert, Ketchikan, Wrangell, and Juneau. Through-tickets to *Dawson* (p. 386) are also issued. — Other steamers go once weekly the whole year round from *Vancouver* as far N. as *Prince Rupert* touching at various points on the British Columbia Coast.

3. **GRAND TRUNK PACIFIC STEAMSHIPS.** Regular sailings to *Prince Rupert* take place throughout the year twice weekly from (578 naut. M.; ca. 3 days) *Seattle* and thrice weekly from (482 naut. M.; ca. 1½-2¼ days) *Vancouver*, passing through the Inside Channel.

For the steamers from *Seattle* or Alaskan ports to the *S. Coast* (*Prince William Sound*), see p. 378.

From *Seattle* to *Northern Alaska* there are the boats of the ALASKA STEAMSHIP CO., the NORTHERN STEAMSHIP CO., the PACIFIC COAST STEAMSHIP CO., and ADMIRAL LINE taking about 8 days for the voyage to *Nome* (p. 338) and touching occasionally at (5 days) *Unalaska*.

Victoria, see p. 363. The course to the *Strait of Georgia* is the same as that described in the reverse direction at pp. 362, 363. We traverse the broad waters of the **Strait or Gulf of Georgia**, extending for about 170 M. between Vancouver Island and the mainland, with a width varying from 12 to 30 M., and pass various islands off the coast of Vancouver. — At (30 M.) **Nanaimo** (see p. 368) the Alaska steamers often stop to coal either in going or returning.

Farther on we see few settlements or signs of life. The shores are low and heavily wooded, but lofty mountains rise behind them on both sides, those on the mainland covered with snow. Long, deep, and narrow fjords run up into the land. To the right lie *Lesqueti Island* and the large *Texada Island* (30 M. long; important copper mines) on which lies *Vananda* (Windsor, \$2), a sporting resort. *Texada Island* covers the entrance to *Jervis Inlet*, one of the just-mentioned fjords, on the banks of which are quarries of fine slate. *Comox* (left), on Vancouver Island, opposite *Texada* and 60 M. to the N. of *Nanaimo*, is an important coal-mining station (pop. 750), with regular steamer-communication with *Victoria*, *Vancouver*, and *Nanaimo*. — About 80 M. beyond *Nanaimo* we leave the *Strait of Georgia* and enter ***Discovery Passage**, a river-like channel, 25 M. long and 1-2 M. wide, which separates Vancouver Island from *Valdez*

Island and is flanked by mountains 3-6000 ft. high. Valdez Island ending on the S. in *Cape Mudge*, occupies nearly the whole channel. Behind Valdez Island opens the narrow **Bute Inlet*, 40 M. long, flanked by mountains 4-8000 ft. in height. About the middle of Discovery Passage are the famous **Seigneur Narrows*, 2 M. long and $\frac{1}{2}$ M. wide, through which the water rushes with great velocity (sometimes as high as 12 knots per hour).

Discovery Passage is succeeded by **Johnstone Strait*, another similar channel, 55 M. long and 1-3 M. wide, between Vancouver Island on the left and the mainland itself, or islands hardly distinguishable from it on the right. The *Prince of Wales Mts.* on Vancouver Island, reach a height of about 4600 ft.; and the white summits of the *Coast Range* rise to the right beyond the lower intervening hills. The varied beauty of the scenery cannot easily be indicated in words, but few travellers will be weary of the panorama unfolded before them as the steamer advances. — Beyond Johnstone Strait we thread the shorter *Brughton Strait* (15 M. long), between Vancouver and *Cornorant* and *Malcolm Islands*. On Cornorant Island lies the Indian village of *Alert Bay*, with fine specimens of totem-poles (see p. 374), a native graveyard, and a salmon-cannery. The conical summit to the left is *Mt. Holdsworth* (3040 ft.).

On emerging from Broughton Strait, we enter *Queen Charlotte Sound*, which is 10-30 M. wide and contains many islands, mostly adjoining the mainland. On the shore of Vancouver Island lies *Fort Rupert*, an old post of the Hudson's Bay Co., with an Indian village. A little later we pass through *Goleatus Channel* and then say farewell to Vancouver Island, the N. point of which, *Cape Commencement*, we leave to the left. For a short time (25 M.) we are now exposed to the swell of the Pacific Ocean, but this is seldom enough in summer to cause uneasiness even to bad sailors. To the N.W., in the distance, beyond Hecate Strait, loom the large *Queen Charlotte Islands* (p. 356).

Our course now hugs the mainland, soon passing *Rivers Inlet*, with many salmon-canneries, and leads at first through **Fitzhugh Sound*, a deep and narrow channel, the W. shore of which is formed by a continuous series of islands. The sharp peak of *Mt. Burton* (3430 ft.) rises on *Calvert Island*. On the mainland, farther on, lies *Namu*, with a fish-canning industry. As we near the N. end of the Sound the scenery becomes very grand, huge snowy peaks towering above the pine-clad hills that line the channel. — Beyond the large *Hunter's Island* we turn sharply to the left and enter the extremely narrow and winding **Lama Passage*, between it and *Denny Island*. The steamer then plies between the latter island and (1.) *Campbell Island*. We pass *Bella Bella*, an Indian village, with a graveyard, containing some totem-poles (comp. p. 374).

Farther on we pass through the wider *Seaforth Channel* and reach *Millbank Sound*, another point on the voyage where we are exposed for a brief interval to the waves of the open sea. Beyond this sound

we enter *Finlayson Channel*, 24 M. long and 2 M. wide, between (l.) the large mountainous *Princess Royal Island* (48 M. long and 25 M. wide) and (r.) *Roderick Island*. Numerous fjords run into the mainland, and several high waterfalls descend from the cliffs. *Finlayson Channel* is continued by *Tolmie Channel* and *Graham Reach*, in which latter is (r.) *Swanson Bay*, with an extensive lumber and pulp mill. Beyond *Graham Reach* we pass through *Frazer Reach* and *McKay Reach*, between the N. end of *Princess Royal Island* and *Gribbel's Island*, into *Wright's Sound*. Behind *Gribbel's Island* is the **Gardner Canal*, one of the grandest and gloomiest fjords on this coast.

From *Wright's Sound* we enter ***Grenville Channel**, which runs for 50 M. in an almost perfectly straight line between the long and rough *Pitt Island* and the mainland. It is flanked on both sides with steep mountains 1500-3500 ft. high, while still higher mountains rise in the background to the right. At places the channel is only a few hundred feet wide. Signs of glacier-action are seen on the more distant mountains, while the courses of long by-gone avalanches may be traced by the light-green streaks of the younger growth of trees. — Crossing an expansion of *Grenville Channel*, we next enter the short *Arthur Passage*, between *Porcher Island* (l.) and *Kennedy Island* (r.), which leads to *Malacca Passage* and the wide **Chatham Sound**. To the right, near the mouth of the *Skeena River* (p. 355), lies *Port Essington* (Essington, R. from \$ 1), with 500 inhab., the centre of the salmon-fishing in which the *Tsimpsen* Indians (see below) are largely engaged. The E. side of the Sound is bounded by the large mountainous *Tsimpsen* or *Chimsyan Peninsula* (p. 355), where **Prince Rupert** (see p. 356) is soon reached. Farther on, also on the W. shore of the peninsula, lies *Old Metlakatla*, the scene of Mr. Wm. Duncan's interesting experiences in educating the natives (see p. 376) and now a missionary station of the Episcopal Church of Canada. Higher up is *Port Simpson*, a station of the *Hudson's Bay Co.*, established in 1831.

On the small island, opposite the Fort, is an interesting village of *Tsimpsen* Indians, who have attained a high measure of civilization and prosperity. — The *Nass River*, a little to the N. of the *Tsimpsen Peninsula*, is the chief scene (in spring) of the catch of the 'eulachon' ('oulichan') or candle-fish (*Thaleichthys Pacificus*), which furnishes the natives with the means of artificial light. It is so full of oil that, when dry and furnished with a wick, it burns like a candle.

To the W. of *Port Simpson* lie the *Dundas Islands*, opposite the northernmost of which opens *Portland Inlet* (comp. p. 357). Just here we cross the boundary-line between the British and American possessions (54° 40' N. lat.; the famous 'fifty-four forty or fight' of 1843) and enter **Alaska**†. To the left opens *Dixon Entrance*, between *Gra-*

† The exact boundary between Alaska and Canada was not definitely settled till Oct., 1903, when it was determined by a Commission, meeting in London and composed of delegates from the United States, Great Britain, and Canada. Metal pillars have been erected at certain intervals to mark the frontier. Comp. Map at p. 369.

ham Island (S.; p. 356) and Prince of Wales Island (N.; p. 376), where a rough sea may sometimes be experienced. Between Dixon Entrance and Skagway we pass five lighthouses.

The Territory of Alaska† received its name from Charles Sumner in a speech addressed to the Senate in favour of the purchase of the territory. It is a corruption of an Aleut word referring to the continent as distinguished from the Aleutian islands. The boundaries of the territory comprise the continent and islands adjacent to the W. of 141° W. long., and also a strip, the so-called Alaskan Pan-handle, lying to the W. of a line drawn parallel to the coast from the vicinity of Mt. St. Elias (p. 379) in a S.E. direction to the N. extreme of Portland Canal (p. 357), through the canal in mid-channel, and westward to the ocean on the parallel of $54^{\circ}40'$ N. lat. The W. limits of the territory, to the N. of the Pacific Ocean, include the Aleutian chain, the islands of Bering Sea, viz. the Pribilof Islands (see below), St. Matthew, Nunivak, and St. Lawrence, and the eastern of the two Diomed Islands in Bering Strait. On the N. Alaska borders on the Arctic Ocean where in Point Barrow (p. 374) it reaches $71^{\circ}17'$ N. lat., about the latitude of the North Cape. The area of the territory is 590,841 sq. M. being about one fifth of the area of the Continental United States or five times the area of the United Kingdom. The population in 1920 was 54,899 (as compared to 64,356 in 1910 and 33,426 in 1880) or about 1 inhab. per 10 sq. M. About half of the total population is formed by natives (comp. p. 374).

Alaska may be divided according to its physical characteristics into five main regions. On the S. is the *Pacific Mountain System*, a great crescent running parallel with the coast and attaining a maximum width of about 200 M. in its centre. It comprises the *Coast Range* (comp. p. 340), the *St. Elias Range*, the *Aleutian Range*, and the *Alaskan Range*. The second of these stretches from Cross Sound (p. 378) towards the W. reaching its greatest heights (18,000-19,500 ft.) in Mts. St. Elias and Logan (p. 379); it is continued westward by the *Chugach Mts.* (p. 380) and the *Kenai Mts.* of the Kenai Peninsula (p. 380), both rising to only about half the height. The *Aleutian Range*, including the peninsula of Alaska, the Aleutian Chain, and the Pribilof Islands, is in its present form mainly the outcome of volcanic activity as is witnessed by the great number of volcanic cones all rising on an axis trending in a N.E. to S.W. direction. It is for the greatest part destitute of trees but luxuriant crops of grass, herbage, and wild flowers are found in the lower parts of the valleys. The climate is cool and equable, with much fog and wind but less rain than in the S.E. coastal region (comp. below). The last and northernmost chain of this system, reaching to 64° N. lat., is the *Alaskan Range* (p. 380), the watershed between the Pacific Ocean and the tributaries of the *Yukon* (p. 386) and the *Kuskokwim*, the second largest river of the country which is navigable for about 600 M. The greatest elevations of this range are in the W. part with *Mt. McKinley* (20,300 ft.; see p. 380), the highest mountain of the American continent, whence the range sweeps round the region of the *Susitna River* (p. 380) and *Copper River* (p. 379) to end on the E. in the *Nutzotin Mts.*, overlapping the St. Elias Range on the N. — The coastal region as far as *Cook Inlet* (p. 380) on the N. and the *Kodiak Island* on the W. has a rough and mountainous topography with a magnificent display of enormous glaciers (comp. pp. 379, 382), a bold sea-coast, numerous fjords and islands, a moist, cool, and equable climate (comp. p. 383), and a dense covering of forests. The last, which comprise chiefly Sitka spruce and western hemlock besides red and yellow cedar, form for the greater part national forests with a total area of 26,781,850 acres. Their potential commercial value, especially on the S.E. coast, in view of the existing abundant water-power, is very great.

† The following paragraphs on Alaska were drawn up for the original edition of this Handbook (1894) by Dr. Wm. H. Dall (comp. p. 376) but have since been materially altered and revised.

On the N. the Pacific Mountain System joins the *Central Plateau Region*, the mass of the continent to the N. of the great peninsula, extending with an average width of about 200 M. hence N. to the Rocky Mts. It is a region of *Tundra*: low, undulating ranges of grassy mountains, and extensive, level river-valleys which are more or less grown with stunted forests of chiefly white spruce, white birch, and cottonwood. On its W. shore it has a mild summer and an Arctic winter, and in the interior, a hot short summer and a dry cold winter, much like that of Minnesota.

The next two ranges are the *Rocky Mountain System* and the *Arctic Mountain System*, which passes on the N. into the *Arctic Slope Region*, all regions which are less explored. The climate of the Arctic Coast Region is dry and very cold, the annual average temperature at Point Barrow (p. 373), for instance, being about 9° Fahr.

PRODUCTION AND INDUSTRIES. The chief industries of the territory are fisheries and mining. The value of the fishery products in 1918 reached \$ 59,099,483 of which \$ 53,424,765 were due to the salmon fisheries, the other fish being halibut, cod, herring, and whales (the last two chiefly used for the manufacture of manure and oil). The herd of Alaska fur seals (*Callorhinus alascanus*) on the Pribilof Islands which is under Government charge had, owing to protective measures (Pelagic Sealing Treaty, 1911; etc.), increased to 525,000 animals in 1920. The mineral output of 1919 amounted to \$ 19,620,913 including \$ 9,036,300 value of gold (comp. pp. 378, 383) and \$ 8,783,063 of copper (comp. pp. 376, 379). Silver, tin, lead, and coal (comp. p. 380) are likewise mined. There are also agricultural possibilities in some parts of the country; and the relative shortness of the growing season (60-120 days) is compensated by the greater number of hours of sunshine in this latitude. The Government maintains several experimental stations in Alaska (comp. p. 383, 388). — In 1920 Alaska exported to the United States merchandise to the value of \$ 60,930,061 while its imports from the United States were \$ 36,576,855.

NATIVE POPULATION. The native inhabitants of Alaska belong to four ethnologic stock-races: the *Eskimo* ('eaters of raw flesh') or *Inuit*, with their special offshoot the *Alutian* people; the *Haida* Indians of Alaska; the *Tlingit* or *Tahltan* stock of the Sitkan region; and the *Tinneh* or *Athapascan* Indians of the great interior region. In all there are about thirty thousand of these natives, independent, self-sustaining, and mostly well disposed. Their instruction is carried on in schools kept by Government and several religious missions. They are in no direct way related to any of the present Asiatic races as is so often assumed, but, from the evidences of the prehistoric shell-heaps, have occupied the region for many centuries. They live by fishing and hunting; the moose, the caribou, and the salmon, in the interior, and the hair-seal, the beluga, the walrus, the cod and other sea-fishes, the salmon, and wild-fowl, on the coasts, furnish their chief supplies. The fjords and rivers are their roads; with hardly an exception they are canoe men everywhere, and throughout the N. drivers of sledges drawn by dogs ('huskies' or 'malamutes') or reindeer. The latter, introduced from Siberia in 1892, thrive well and have been of great service to the native population in furnishing means of transport, food, and clothing. Reindeer herding is a recognized native industry in N. and W. Alaska, and the number of animals is estimated at about 80,000. — In the villages of the Tlingit and Haida people the *Totem Poles* (comp. pp. 371, 376) will attract the traveller's attention. These poles have various significations, the most common being that of a 'genealogical tree'. A man erects one of their large communal houses, and, in memory of this achievement, puts up in front of it a cedar pole (up to 40 ft. in height), carved and painted with figures emblematic of the totems of himself and his ancestors, one above another. The door of the house is frequently cut through the base of the pole under the totem of the builder; while, above, the successive totems (which by their social laws must change with every generation) appear in the order of remoteness.

HISTORY. Alaska was discovered in 1741 by *Vitus Bering*, the Dane (comp. p. 379) who as early as 1728 had started from Cape Dezhnev or

East Cape for Alaska but returned without finding land. Among later explorers were *Capt. Cook* in 1778 whose observations and surveys may be said to mark a new era in the history of the exploration of the country, and afterwards *George Vancouver* (comp. p. 62) who made a remarkably accurate survey of the S.E. coast line in 1793-4. In 1783 the 'Shelikof Company', a Russian fur-trading company, founded a post on Kodiak Island, lying off the E. coast of the Alaska Peninsula, and finally succeeded in obtaining an imperial charter endowing it with the suzerainty over the occupied regions which had been gradually extended. In 1799 when the company emerged as the 'Russian American Fur Company' (including members of the Imperial Family as stockholders), the first proper settlement in Alaska was established by the Russians (comp. p. 383), and since then the history of the Territory has been closely connected with the development of this company until in 1867 the Russian Government transferred the country to the United States for the sum of \$ 7,200,000. At the time this purchase, brought about by W. H. Seward, then Secretary of State, aroused considerable comment and gave rise to the phrase 'Seward's Folly' or 'Seward's Ice-box' as applied to the new territory. In 1912 Alaska was made a Territory, with a governor (\$ 7000), appointed by the President of the United States for a period of four years, and a legislative assembly composed of 8 senators and 16 representatives and meeting every second year. Its rights, however, are limited to some extent by the authority of Congress.

GAME LAWS. A copy of the game laws of Alaska can be procured by writing to the Governor of Alaska, Juneau. Hunting license \$ 50 for every non-resident of Alaska if citizen of the United States, \$ 100 if alien.

BIBLIOGRAPHY (comp. also p. 375). The fullest account of Alaska is contained in the record of the 'Harriman Alaska Expedition (1899)', a work in five huge volumes, written by the various members of the Expedition and profusely illustrated (1903-4). A comprehensive and excellently arranged work is 'The Geography and Geology of Alaska', by *Alfred H. Brooks* (Washington, 1906) which may be supplemented by the exhaustive treatment of the resources, products, and attractions of the country given in *Maj.-Gen. A. W. Greely's* 'Handbook of Alaska' (with excellent maps and illus.; New York, 1906; \$ 2). Comp. also 'Geographical Dictionary of Alaska' by *Marcus Baker* (U. S. Geol. Survey; 2nd ed.) and 'Alaska and its Resources', by *Dr. Wm. H. Dall*. The interesting glacial phenomena of Alaska have called forth numerous publications of which the book by *R. S. Tarr & L. Martin* cited at p. 378 may be here mentioned. The history of Alaska is dealt with in the works of *H. H. Bancroft*, *L. F. Jones* 'A Study of the Thlingets of Alaska' (New York, 1914; \$ 1.50) gives sound information on one of the native tribes (comp. p. 374). For thorough investigation of single topics the excellent publications of the U. S. Geological Survey should be consulted. Mountain-climbers will be interested in 'Mountain Exploration in Alaska', by *A. H. Brooks* (Philadelphia, 1914).

Among the more recent descriptive travel narratives, some of which deal also with those parts of Alaska which lie more or less off the beaten track, the following books may be mentioned: *John Muir's* 'Travels in Alaska' (Boston, 1915; \$ 2.50), a highly interesting and informative contribution of that well-known scientist (comp. p. 372) concerning his various journeys from 1879 to 1892; *S. Hall Young's* 'Alaska Days with John Muir' (New York, 1915); *John J. Underwood's* 'Alaska, an Empire in the Making' (London, 1913; 7s. 6d.); *Charlotte Cameron's* 'A Cheechako in Alaska and Yukon' (London, 1920; 25s.); *A. R. Burr's* 'Alaska, our beautiful Northland' (Boston, 1919; \$ 4); *Ella Higginson's* 'Alaska: the Great Country' (London, 1909; 7s. 6d.); *T. A. Rickard's* 'Through the Yukon and Alaska' (San Francisco, 1909; \$ 2.50); *Hudson Stuck's* (comp. p. 370) 'Ten Thousand Miles with a Dog-Sled' (New York, 1914; \$ 3.50), 'Voyages on the Yukon and its Tributaries' (New York, 1917; \$ 4.50), and 'A Winter Circuit of our Arctic Coast' (New York & London, 1920); *George Byron Gordon's* 'In the Alaskan Wilderness' (Philadelphia, 1918; \$ 3.50); *Rockwell Kent's* 'Wilderness, a Journal of Quiet Adventure in Alaska' (London, 1920); *Addison M. Powell's*

'Trailing and Camping in Alaska' (London, 1910; 7 s. 6 d.); and *W. S. Thomas's* book mentioned at p. 110.

Good general Maps of Alaska are those published by the U. S. Geological Survey (Washington) on the scale of 1 : 1,500,000 or about 1 inch to 24 M. and by the National Geographic Society (Washington, 1914) in 1 : 5,000,000 or about 1 inch to 80 M. The Geological Survey also publishes a series of detailed maps in 1 : 62,500 or 1 inch to 1 M.

To the right, as we proceed, juts out *Cape Fox*. The steamer next enters the *Revillagigedo Channel*, with *Duke Island* and *Annette Island* to the left. The latter, the largest of the Gravina group (E.), is the seat of *Port Chester*, with the *New Metlakatla*, founded by Mr. Duncan on leaving his original station in 1887 (see p. 372); administration, school, post office, and industry are all operated by the Christian Indians of the Tsimpsean tribe.† To the right, opposite (to the N. of) Annette Island, lies the large island of *Revillagigedo*, the chief place on which is *Ketchikan* (*Revilla*, R. \$ 1-4; *Steadman*, R. \$ 1-2½; *Poodle Dog Restaurant*), a busy town of (1920) 2458 inhab., prettily situated at the base of a wooded mountain. It is an important fishing and mining (gold and copper) centre, the port of entry for S.E. Alaska, and stopped at by all steamers. There are several large fish-canneries and cold storage plants. The totem-poles (comp. p. 374) here are also interesting and a beautiful walk may be taken up the creek which flows through the town. On *Pen-nock Island*, opposite Ketchikan, is an Indian graveyard with totems.

On emerging from the narrow channel separating the island of *Gravina* (left) from *Revillagigedo* we enter *Clarence Strait*, which is 100 M. long and 4-12 M. wide and is bounded on the W. by *Prince of Wales Island* (130 M. long and 30 M. wide), where considerable copper and a little gold mining are carried on. The island is one of the seats of the Haidas (comp. p. 356) and the steamer sometimes calls at *Kasaan*, on the E. shore, to allow tourists to see the large number of wonderful totem-poles. We are now within what is known as the *Alexander Archipelago*, about 1100 of the islands of which appear on the U. S. charts. The mountains on each side of the strait are fine in size, proportions, and colouring. Near the head of Clarence Strait we steer to the right (E.), between *Etolin Island* (r.) and *Zarembo Island* (l.) and run into —

690 M. (from Victoria) *Wrangell* (*Wrangell*, \$ 3½), situated on the N. end of the island of the same name, opposite the mouth of the *Stikine River* (see p. 377). It was rebuilt after a fire in 1906 and now contains 821 inhabitants, including a large proportion of Tlingits (see p. 377). The place was originally founded by the Russians in 1834 and named from Baron Wrangell, the then administrator of the Russian American Fur Co. (comp. p. 375). It was a fortified post to prevent the Hudson's Bay Co. from ascending the Stikine River for the purpose of fur-trading, and is still of some

† Comp. 'The Apostle of Alaska. The Story of William Duncan of Metlakatla' by John W. Arctander (New York, 1909).

importance for its trade in furs. The town was the scene of many conflicts with the natives, who attacked it in 1840 and 1869. The industries of the place comprise saw mills, canneries, a cold-storage plant, and shingle-mills. The tourist should not fail to visit the *Indian Village* (see below).

The *Indian Village*, to the S. of the town, contains several totem-poles (comp. p. 374) worth noticing but the visitor's chief interest will be directed towards the Tlingits themselves (p. 374). Striking customs of theirs are the blackening of the faces of the girls (said to have for its object the preservation of the complexion) and the wearing of *labrets*, or small plugs of silver, ivory, wood, or bone, in the lower lip. Curiosities of various kinds, including labrets, silver bracelets, carved horn and wooden spoons, reed-baskets, halibut-hooks, gaily painted canoe-paddles, the carved rattles of the Shamans or 'Medicine Men', and fine carvings in slate may be purchased from the natives.

A *STRAMBOAT TRIP* on the *Sitka* later is recommended on account of the fine scenery and the good views of the numerous glaciers which flow into the river. The *Sitka* was for a time used as one of the routes to the gold mines of the Klondike Region (see p. 351).

Soon after leaving Wrangell we thread our way through the devious **Wrangell Narrows*, between *Mitkof Island* (r.) and *Kupreanof Island* (l.). The channel is here marked by stakes and buoys. The shores are well-wooded, and at places stretches of grass border the water like the lawns of an English country-house. *Petersburg* (pop. 879), at the N. end of Mitkof Island, is important for its fishing-industry. Farther on, in *Soukhoi Channel*, the scenery is of a more majestic character. The mountains on either side, though apparently of no very great height, are covered with snow to within 1000 ft., or less, of the water; and their shapes are very varied and beautiful. One of the most striking is the *Devil's Thumb* (9105 ft.), a peaked monolith recalling the Dolomites of Tyrol. We here see the first glaciers of the voyage (all to the right): the *Le Conte Glacier*, high up on the mountain-side; the larger *Patterson Glacier*; and the *Baird Glacier*, in *Thomas Bay*. About this part of the trip, too, we may meet our first piece of floating ice; while the effects of the late sunsets (9-10 p.m.) are indescribably beautiful. The huge slopes of *névé*, or hardened snow, are also fine.

Soukhoi Channel widens into *Frederick Sound*, with *Cape Fanshawe* to the right and *Kupreanof Island* (see above) to the left; but our course soon leaves this sound and carries us to the N. through the long *Stephens Passage*, bounded on the W. by the large *Admiralty Island*. On the right the *Sumdum Glacier* is seen. *Holkham* or *Sumdum Bay*, to the right, has been the scene of some placer-mining. Near the head of the passage, to the right, opens **Taku Inlet*, with its fine glaciers, notably the *Taku Glacier* which has a sea-face nearly 1 M. long and 100-200 ft. high. The steamer usually enters this inlet to afford a close view of this glacier. The muddy grey water of the inlet is filled with ice-floes and bergs. The surrounding mountains are of a fantastic, Dolomitic appearance. The chief settlement of *Admiralty Island* is *Killisnoo*, on its W. coast, with large

oil-works and a Government Indian school. — Just beyond the mouth of the Taku Inlet we enter the pretty *Gastineau Channel*, between *Douglas Island* (see below) and the mainland.

590 M. **Juneau** (*Alaskan*, \$2-3¹/₂; *New Cain*, \$1¹/₂-4; *Occidental*, \$3³/₄-2¹/₂), now the capital of Alaska (comp. p. 383) and the seat of the legislative assembly (comp. p. 375), the centre of a highly important gold-mining district (see below) and a large fishing-industry, is beautifully situated on the mainland, on a narrow strip of comparatively level ground between the sea and a precipitous, snow-seamed mountain (3300 ft.). It was settled in 1880 and named after a nephew of the founder of Milwaukee. In 1920 it contained 3058 inhab., being the most populous town of the Territory. Juneau possesses a *Government House*, a *Court House*, several *Churches* and *Schools* (including a *High School*), the *Hospital of St. Mary the Virgin*, a R. C. institution, a *Theatre*, and various industrial establishments (saw-mills, etc.). There are some shops for the sale of Alaskan furs (fox, lynx, sea-otter, otter, musk-rat, etc.; see, however, p. 369) and the famous *Chilkat Blankets* (comp. p. 358). The last are made of the hair of mountain-goats and coloured with native dyes, but genuine examples, worth about \$100, are now rare, and most of those offered for sale are made of wool and stained with aniline dyes. — The environs afford good shooting of wild duck, geese and loons.

EXCURSIONS. About 1/2 M. to the N. of Juneau is a village of the *Auk Indians*, a curious and primitive, but very dirty settlement, which will repay a visit. Behind the village is a native *Cemetery*, with curious little huts containing the cremated remains and personal effects of the deceased.

A well made road leads from Juneau through the highly picturesque **Canyon of the Gold Creek*, with its waterfalls and small glacier, to (3¹/₂ M.) **Silver Bow Mines**. The district contains gold-mines of great promise, and both quartz and placer mining are successfully prosecuted. — A fine view of the *Gastineau Channel* is afforded by *Mt. Juneau* (3590 ft.), which rises just to the N. of the town and is ascended by a trail leaving the *Gold Creek* road about 1 M. from Juneau.

On *Douglas Island*, nearly opposite Juneau, is the famous ***Treadwell Gold Mine**, at which the steamers generally call. The mine, which is close to the wharf and easily visited, has one of the largest quartz-crushing mills in the world, employing over 880 stamps. The quartz does not produce more than \$1¹/₂ 5 of metal per ton, but is under the favourable conditions of transport very profitably worked. The total value of the gold produced by this mine since its establishment in 1880 is estimated at about \$60,000,000.

FROM JUNEAU TO PRINCE WILLIAM SOUND. There is a regular steam-boat-service on this route of the *Alaska Coast Co.* calling at the ports mentioned below. The boats of the *Alaska Steamship Co.* ply directly. The sea is generally smooth in summer, and the views of the glaciers are very fine. Comp. 'Alaskan Glacier Studies of the National Geographical Society in the Yakutat Bay, Prince William Sound and Lower Copper River Regions', by R. S. Tarr & L. Martin (with maps & illus.; Washington 1914). — The steamers ply from Juneau across the S. end of *Lynn Canal* (comp. p. 381) into *Icy Strait* and, passing (105 M.) the entrance of *Glacier Bay* (see p. 382), through *Cross Sound* (with the *Brady Glacier*) into the (130 M.) *Gulf of Alaska*. Proceeding in a N.W. direction we obtain beautiful views of the (165 M.) tidal *La Pérouse Glacier* and, beyond (185 M.) *Lituya Bay*, of the (200 M.) *Grand Plateau, Yakutat*, and other glaciers of the *Fairweather Range* (comp. p. 382). The steamer then passes in sight of the

Yakutat Foreland, a coastal plain, 70 M. long and 5-17 M. wide, and finally steering round (270 M.) *Ocean Cape* enters *Yakutat Bay*, a deep indentation of the coast into which numerous glaciers descend. Among these, on the W. side of the bay, is the wonderful *Malaspina Glacier*, a huge ice fan (ca. 1500 sq. M. in extent) at the base of the mountains, which is formed by the union of various valley glaciers flowing from *Mt. St. Elias* (18,026 ft.; first ascended by Prince Luigi of Savoy in 1857) towards the sea and includes (from E. to W.) the large lobes of the *Martine*, *Seaward*, *Agassiz*, and *Guyot* *Glaciers*. The ablation moraine of the *Malaspina Glacier* is partly grown with forest of alder, cottonwood, spruce, and hemlock. The steamer calls at (15 M.) *Yakutat*, a small village on the E. side (pop. 165), with a tribe of Hingit Indians, a mission station, and a Government school for natives. Continuing our journey from Yakutat towards the W. we obtain a splendid view of the glacier, deserving, on a clear day, the magnificent *Mt. St. Elias*, backed by *Mt. Logan* (15,539 ft.) which is situated, however, in the Yukon, just beyond the Alaskan frontier. This part of the coast was the landfall of Bering in 1741 (comp. p. 374). — Before reaching *Katalla* (pop. 84), near which are petroleum refineries, *Bering Glacier* forms another imposing sight. From Katalla the steamer steers due W. and then passing N. through *Hinchinbrook Entrance*, between *Hinchinbrook Island* and (1.) *Montague Island*, enters *Prince William Sound*, the 'Chugach Gulf' of the Russians, really a large bay enclosed by mountains and having a deeply indented shore. The first port of call is *Cordova* (*Hotel Windsor*), situated on the E. shore of an inlet, which is sheltered by an island. The town, built since 1898, with (1910, 85) inhab., is the golfitting headquarters for prospecting and hunting parties going into the interior. The steamer here waits sufficiently long to allow of a trip by special train of the 'Copper River & Northwestern Railway' (see below) to *Childs* and *Miles* *Glaciers* (return-fare \$1.0, including luncheon). — Steamers to *Sitka*, see p. 3-8.

[FROM CORDOVA TO KENNECOTT, 116 M., *Copper River & Northwestern Railway* in about 12 hrs. This line, in the construction of which considerable difficulties had to be overcome, was opened in 1911. Its economic importance is considerable and it makes a wonderful mountain and glacier scenery accessible to the traveller. — The train starts from the wharf and turns to the E. 1 M. *Cordova* (see above). One mile beyond the town the railway reaches the fine *Hyak Lake*, the south shore of which it skirts for about four miles. Farther on *Sheridan Glacier* is seen to the North. Near (22 M.) *Alaganik*, with the ruins of an old Russian fur-trading post, is the fine *McKinley Lake*, where gold and copper have been found. At (36 M.) *Flag Point* we reach the mouth of the *Copper River*, the channels of which are crossed by a series of bridges and trestles for a distance of eleven miles. About 30 miles to the E. of (39 M.) *Katalla Junction* lies the large *Bering River Coal Field*, containing excellent high-grade coal. From (41 M.) *Goat Mountain* the mountain of that name is seen two miles to the E. — 49 M. *Miles Glacier*, to the E. of which is the glacier of that name. A short walk to the W. takes us to *Childs Glacier*. Looking across the river, we see a solid wall of ice, three miles long, its height varying from 300 to 500 ft. Great masses of ice detach themselves frequently with a thunderous noise and fall into the stream below. — The railway now recrosses the *Copper River* between the two glaciers on a great steel bridge and ascends the W. bank of the valley. Farther on the line crosses the end of *Allen Glacier* for a distance of 5½ M. — 132 M. *Chitina* (pop. 171) lies at the mouth of the *Chitina River*, the valley of which contains an enormous belt of copper ore, over 100 M. long and 5-10 M. wide. Motor stages connect *Chitina* with (265 M.) *Fairbanks* (p. 388) following the *Copper River* to the N. viâ *Copper Center* (p. 380). — The railway crosses the *Copper River* and follows the *Chitina Valley* to the E. through a heavily wooded country. At (191 M.) *McCarthy* (*Hotel*) guides and horses can be procured for a hunting trip to the *White River District* (comp. p. 386). — 196 M. *Kennecott* (pop. 494), the centre of the *Chitina* copper-mining district, with the famous 'Bonanza Mine' (monthly output of copper ca. \$1,000,000). Immediately to the N. of *Kennecott* rise the snowy heights

of the *Wrangell Mts.*, named after the still active volcano of *Mt. Wrangell* (14,000 ft.) and culminating in *Mt. Sanford* (16,200 ft.). The magnificent *Kennecott Glacier*, about 3 M. wide, descending from *Mt. Blackburn* (16,140 ft.; first ascended by Miss D. Keen in 1912) stretches as far down as the *Nizina Valley*, a gold placer district. — From Kennecott the railway is extended via the *Skolai Pass* in the *Wrangell Mts.* to the *White River* copper-fields.]

From Cordova the steamers go on to the N.E. extremity of the sound, affording a view of the *Shoup* and *Valdez* Glaciers (see below) to *Ellamar*, a mining camp, and to *Valdez* (*Phoenix*, R. § 1½; a small town of (1920), 466 inhab., built on the moraine of *Valdez Glacier*, to the front of which, about 4 M. to the N.E. of the town, automobiles run. On the S.W., the military reservation of *Fort Liscomb* adjoins the town. — Across the inlet, on the W. shore, is *Shoup Bay*, with the *Shoup Glacier*. Still farther to the W., at the head of *Columbia Bay*, is the *Columbia Glacier*, perhaps the most magnificent glacier on the sound, which may be easily visited. — From Valdez a Road (motor stage) leads across the *Chugach Mts.* (8000-10,000 ft.; comp. p. 378) via the *Thomson Pass* (2750 ft.) to *Copper Center* and thence along the valleys of the *Copper River* (p. 379), the *Delta River* (crossing the *Alaska Range* in its entire width) and the *Tanana River* (p. 388) to *Fairbanks* (see p. 388).

From Valdez the steamers cross the sound in a S. direction, passing several islands, including the large *Knight Island* and *Latouche Island*, both with considerable copper mines, to the *Gulf of Alaska* where, on the S.E. coast of the *Kenai Peninsula* (noted for its gold mining), they sail up *Resurrection Bay* to Seward (*Sexton*, R. § 1-3½; *Overland*, R. § 1½-3; pop. 652), situated at the head of the bay, at the base of steep hills. Seward, the entrance to which by sea is never closed by ice, is the starting-point of the 'Alaska Railroad' to Fairbanks (see below). — Some of the steamers go on from Seward to *Unalaska* which may also be reached from Seattle by direct steamer (comp. p. 370).

FROM SEWARD TO FAIRBANKS, 163 M., *Alaska Railroad*. This line is not yet completed but ca. 390 M. were open to traffic at the time when this Handbook went to press. — The railway runs N. across the *Kenai Peninsula* to (72 M.) *Kern Creek*, situated on the *Turnagain Arm*, an E. arm of *Cook Inlet*. From here the line skirts the N. shore of this arm for ca. 30 M. and then turns N. to the head of *Knik Arm*, another arm of *Cook Inlet*, crossing the *Mutanaska River* along which a railway runs to the most important *Mutanaska Coal Field*, about 30 M. distant, with coal varying from lignite to bituminous and anthracite. — From (150 M.) *Anchorage*, on *Knik Arm* (see above), with 1856 inhab., the harbour of transhipment for coal during summer only (as the head of *Cook Inlet* is closed with ice from Nov. to April), the line ascends the *Susitna Valley*, well adapted to agriculture, and afterwards the *Chulitna River*. The railway then crosses the *Alaska Range* (p. 373) by (310 M.) *Broad Pass* (2500 ft.), the watershed between the *Yukon* drainage and *Cook Inlet*, and descends along the *Nenana River*, traversing the *Nenana Coal Field*, the largest known coal area in Alaska (165 sq. M.), to *Nenana* (p. 388) whence it follows the *Tanana Valley* (p. 388) to (163 M.) *Fairbanks* (see p. 388).

About 80 M. to the S.W. of *Broad Pass* (see above) rises *Mt. McKinley* (20,300 ft.) or *Denali* ('Most High') as it is also known by one of its Indian names, the monarch of N. American mountains, in 61° 3' 56" N. lat., 151° 0' 41" W. long. It stands at the watershed of the *Yukon* (p. 386), the *Kuskokwim* (p. 373), and the *Susitna* (see above), and presents on every side a succession of granite cliffs and overhanging glaciers. On the W. *Mt. McKinley* rises abruptly out of a plateau (2500 ft.) abounding in caribou, but on the E. it is screened by a belt of mountains 8000 ft. in height. A large district around the mountain of an area of 2200 sq. M. was set apart by Congress in 1917 as a preserve for Alaskan game under the name of *Mount McKinley National Park*. — The first ascent of the S. or higher peak of *Mt. McKinley* was achieved on June 7th, 1913, via the N.E. ridge by a party under the late *Rev. Hudson Stuck* (d. 1920), Archdeacon of the *Yukon*, and *Mr. H. P. Karstens* (as guide) though perhaps the alleged claim of *Dr. Fred.*

A. Cook to have scaled the mountain in Sept. 1906 may not entirely be discarded according to recent investigations (comp. *E. S. Baile's* 'Mount McKinley and Mountain Climbers' Proofs'; Philadelphia, 1914). In 1910 and 1912 two expeditions under *Mr. Beane Broune* and *Prof. H. C. Parker* made two attempts but succeeded only in gaining an estimated height of over 20,000 ft., and a party under *Mr. Thomas Lloyd* reached, in the spring of 1910, the N. and lower summit of the mountain. Comp. 'The Ascent of Denali (Mt. McKinley)', by *Dr. Hudson Suck* (London, 1914; 7s. 6d.); 'The Conquest of Mt. McKinley', by *Beane Broune* (London, 1913; 15s.); and 'To the Top of the Continent', by *Mr. P. A. Cook* (New York, 1908; \$2.50).

About 14½ M. to the S. of Mt. McKinley rises *Mt. Foraker* (17,100 ft.), the second highest peak of the Alaska Range.

As the upper end of Gastineau Channel is very shallow, the steamer now returns from Juneau to its S. end and then proceeds to the N. through *Saginaw Channel*, on the W. side of Douglas Island. This debouches on **Lynn Canal*, a fine fjord extending for 60 M. towards the N. It is flanked with snow-mountains, rising abruptly from the very edge of the water to a height of 6000 ft. and presents, perhaps, the grandest scenic features we have yet encountered. The canal was named by Vancouver (p. 362) after his native town. — About a score of glaciers, large and small, descend from the ravines towards the fjord, among which the *Auk*, *Isle* (r.) and *Davidson* *Glaciers* are conspicuous. The last-mentioned, near the head of the fjord and on its W. side, spreads out to a width of 3 M. as it reaches the water-level, its front being partly masked by a tree-grown moraine. Passengers generally land here for a closer inspection of the glacier.

Lynn Canal ends in two prongs, named the **Chilkoot** and **Chilkat Inlets**, where the tourist reaches the highest latitude of the trip (59° 10' N.; about that of the Orkney Islands, Christiania, and St. Petersburg). At midsummer there are not more than 3-4 hrs. of partial darkness here.

On the W. bank of Chilkoot Inlet (the E. arm) lies *Haines*, the starting-point of the once famous Dalton trail to the interior. Farther on, on the E. bank, lies **Skagway** (*Pullen Ho.*, \$4½; *Golden North*, \$3½-4½) a desolate-looking little town of 494 inhab., the gateway to the Klondike and Yukon districts from the coast, and the terminus of the White Pass Railway (see p. 384). The steamer stops here long enough to allow of an excursion to the head of the pass (see p. 384). Good paths lead from Skagway to *Mt. Dewey*, *Denver Glacier* (see p. 384), and various picturesque waterfalls and lakes.

About 4 M. from Skagway, on the W. bank, lies *Dyea*, now a deserted place but once important as the starting-point for the route over the **Chilkoot Pass** (3502 ft.), 28 M. from tide water, with a very abrupt upward slope, which prior to the discovery of the White Pass (p. 384) formed the chief route from the coast N. of Sitka to the Yukon goldfields.

On Chilkat Inlet lie *Pyramid Harbor* and *Chilkat*, with prosperous salmon-canneries. There are also other settlements on the inlet. This is the district in which the fine Chilkat blankets (p. 378) are made. Good echoes may be awakened off the glaciers.

Beyond Skagway (see above) the steamer returns to the S. end of Lynn Canal and then bends to the right (N.W.) into *Icy Strait*.

Opening off this to the right is **Glacier Bay**, which extends to the N.W. for about 60 M., terminating in the *Grand Pacific Glacier*, while *Muir Inlet* branching off after about 25 M. runs to the N., about 15 M. long. The width of the bay varies from 4 M. at the mouth to about 8 M. The mountains immediately abutting on the bay are comparatively low (4000-7000 ft.), but as we ascend it we enjoy a magnificent ^{***}View to the left of the **Fairweather Range**, including (named from left to right) *Mt. La Pérouse* (10,756 ft.), *Mt. Crillon* (12,727 ft.), *Mt. Lituya* (11,745 ft.), and *Mt. Fairweather* (15,330 ft.). At the head of Muir Inlet is **Muir Glacier**, the visit to which was, prior to 1899, the grandest single feature of the Alaskan expedition. An earthquake in that year, however, changed the conditions so entirely, by disrupting the glacier and filling the bay with ice, that the steamer cannot now get very near the glacier, which has also lost much of its scenic impressiveness.

This stupendous glacier is formed by several main streams of ice which unite as the trunk of the glacier, occupying a vast amphitheatre, 30-40 M. across. The width of the glacier when it breaks through the mountains (*Pyramid Peak* to the W., *Mt. Wright* and *Mt. Case* to the E.) to descend to the sea is about 3 M. The superficial area of the glacier is 350 sq. M. (about one half more than the area of the Isle of Man), or about the same as that of the Jostedalström in Norway (330 sq. M.). Dr. John Muir (1835-1914), the well-known naturalist and glaciologist, was the first to visit the glacier (1879). The rate of movement of the glacier in 1886 was estimated at 70 ft. per day in the centre and 10 ft. at the sides (an average of 40 ft.), but examinations in 1890 and 1892 showed that the most rapid movement was not more than 7 ft. per day. Though the glacier thus moved forward at a comparatively rapid rate, investigation showed that it lost more ice in summer than it gained in winter and that its front was retrograding steadily from year to year. In 1906 it was found that Muir Glacier had retreated so far (6 M.) since 1899, that it has been split into two distinct glaciers by a ridge of rock exposed by the melting of the ice. — It is evident from the general appearance of the enclosing hills that the ice-stream once occupied the whole of Glacier Bay, and numerous features of the moraines and adjacent rocks give proof of more recent retrocession. Vancouver found the bay blocked by a wall of ice in 1794.

The nearest way from Glacier Bay to Sitka would be through *Cross Sound* and down the W. side of *Chichagof Island*, but to avoid the unpleasantness of an outside passage the steamer returns through *Icy Strait* (p. 378) and *Chatham Sound* (p. 372). About one-third of the way down the latter we diverge to the right through *Hooniah* or *Peril Sound*, between the islands of *Chichagof* (N.) and *Baranof* (S.). This strait is wide at first but ultimately contracts to a width of $1\frac{1}{2}$ M., where its wooded hills and islets recall the scenery of Loch Lomond. As we approach Sitka we have a fine view, to the right, of *Mt. Edgecumbe* (see below), with its crater half filled with snow.

1320 M. **Sitka (Hotel)**, a U. S. naval station and seat of the Orthodox Greek bishop of the United States (comp. p. 383), is very beautifully situated on the W. side of *Baranof Island*, with a fine bay dotted with green islands in front and a grand range of snow-mountains behind. The bay is sheltered by *Kruzof Island*, with the extinct volcano *Mt. Edgecumbe* (2880 ft.), while immediately

to the E. of the town towers *Mt. Verstoraja* (3210 ft.). In 1920 Sitka contained 1175 inhab., about 900 of whom were natives. Sitka lies in 57° N. lat. (about the same as that of Aberdeen) and, owing to the *Kuro Siro*, or Japanese current, has, in spite of the proximity of eternal snow, a milder climate than either Boston or Washington, resembling that of Scotland (mean temp. in Aug. 55° Fahr., in Jan. 30°). The absolute annual extremes are $+88^{\circ}$ and -4° Fahr. The average annual precipitation is 90 in. or about three times that of Scotland.

Sitka was founded in 1804 by *Alex. Baranof*, the first administrator of the Russian American Fur Co. (comp. p. 375 and *W. Irving's* 'Astoria'), after the destruction by the natives (1822 of *New Archangel*, the original Russian settlement in the island (1796), situated 6 M. to the N. Down to 1903 Sitka was the capital of Alaska (comp. p. 378).

On a height to the right of the dock (fine view) stand the ruins of *Baranof Castle*, the residence of the Russian governors, burned down in 1894. — Near the head of the main street, leading from the wharf into the town, is the *Russo-Greek Cathedral of St. Michael* (1844), with its grey-green roof and bulbous spire. It contains some interesting paintings and vestments (small fee). Many of the natives and half-breeds are members of the Greek church. Several of the substantial old *Log Houses* of the Russians are still in use. — Turning to the right at the head of the main street and following the road along the beach, we reach the buildings of the **Presbyterian Mission** which include the ***SHELDON JACKSON MUSEUM**, a highly interesting collection of Alaskan products, and an *Industrial School* (1878). — By passing up between these buildings we reach the ***Indian River Walk** (a round of about 2 M.), where the visitor with preconceived ideas of Sitka's arctic climate will be surprised to find luxuriant vegetation, fine trees, and a brawling brook, not unlike such typical English walks as the *Torrent Walk* at Dolgelley. One of the characteristic plants is the 'Devil's Club' *Echinopanax horridum*. — There are also hot mineral springs and a *Government Agricultural Experimental Farm* at Sitka.

The interesting **Native Village**, or *Rancherie*, lies to the left of the wharf and is occupied by 800-1000 Sitkans. Exhibitions of native dancing and canoe-races among the natives may be occasionally witnessed here. Behind the village is the native and Russian cemetery. Native curiosities may be bought at Sitka comparatively cheaply.

From Sitka steamers of the *Alaska Steamship Co.* ply across the Gulf of Alaska to *Prince William Sound* (comp. p. 378) affording in clear weather views similar to those obtained on the coastal trip from Juneau (see p. 378).

Sitka is the turning-point of our voyage, and we now retrace the way we have come (via *Hooniah Sound*, *Chatham Sound*, *Frederick Sound*, etc.). The distance to *Victoria* is about 1100 M., taking 5 days. As a rule few stops are made on the homeward journey; but much fine scenery, previously passed at night, is now seen by daylight. Passengers for the *Canadian Pacific Railway* leave the steamer at *Victoria* and proceed thence by a smaller steamer to *Vancouver* (p. 357).

73. From Skagway to White Horse and Dawson. The Yukon.

I. From Skagway to White Horse.

111 M. *White Pass & Yukon Route* (narrow gauge line; observation-cars) in 7 hrs. (fare \$ 20; return-fare to White Pass \$ 5; through-fare to Dawson from Seattle, Vancouver, or Victoria ca. \$ 80 during season of navigation; also excursion-trips from Skagway to Fort Yukon and back). Travellers are strongly recommended to make at least the trip to the summit of the pass and back, as the mountain, cliff, and cañon scenery is very striking, while the construction of the line itself is also interesting.

Skagway, see p. 381. The line runs through a level wooded country to (41½ M.) *Boulder*, at the foot of the pass, and then begins to ascend rapidly. From (6 M.) *Denver* an excursion may be made to (4 M.) the *Denver Glacier*, noted for its beautiful blue colouring. Farther on the railway has been blasted out of an almost perpendicular wall of living rock, and at (8½ M.) *Clifton* the cliffs actually overhang the track. Below, to the right, we see the rushing *Skagway River* and the old trail to the Klondike. Opposite rise the *Saw-Tooth Mts.* At (14 M.) *Glacier* the train is within ½ M. of the great glacier of the Coast Range. We thread the only tunnel (250 ft. long) of the line and cross a cañon by a steel cantilever-bridge, 215 ft. high. The scenery is of an extremely grand and bold nature. 19 M. *Switchback*.

20½ M. **White Pass** (2888 ft.), magnificently situated at the head of the pass and commanding a superb view. The pass is called after Mr. Thomas White who at the time of its discovery (1887) was Canadian Minister of the Interior. White Pass lies on the frontier of British Columbia and contains both the American and Canadian custom-houses, while the 'Union Jack' and 'Stars and Stripes' float side by side at the station. Small luggage is examined here, and the search for smuggled gold-dust is a great annoyance to the tourist. The waters of the small *Summit Lake* flow to the Pacific Ocean through the Skagway River and to the Bering Sea via the Yukon.

We now descend along the *Thompson River*. 32 M. *Log Cabin*. — 40½ M. *Bennett* (2157 ft.; luncheon-station), now a deserted town, lies at the S. end of **Lake Bennett** (2161 ft.), a narrow mountain-bound sheet of water, 27 M. long, the E. bank of which the railway skirts. The landscape soon loses its wild mountainous character as we approach the Yukon Plateau. Farther on we enter the *Yukon Territory* (p. 387). Before reaching (67 M.) *Carcross* or *Caribou* (2171 ft.; pop. 100; Caribou Hotel, from \$ 4), at the N. end of Lake Bennett, we cross its outlet flowing into *Nares Lake* as this W. arm of *Tagish Lake* (2161 ft.; 139 sq. M.) is called. Carcross possesses a large Indian school. In the district fox-farming (comp. p. 98) is carried on successfully.

FROM CARCROSS TO ATLIN BY STEAMER AND RAILWAY (through-fare \$ 10, from Skagway \$ 25). No one who can spare the time should omit this side-trip which reveals the most beautiful mountain-scenery. The Atlin district is also a favourite resort of big-game hunters, and anglers will be likewise

and y rewarded. In winter there is a stage service to Atlin. — From Carcross the steamer plies via *Nares Lake* (see above) and *Tagish Lake* (see above) to the *Taku Arm*, at the foot of the snow-capped *Jubilee Mt.* (6380 ft.). Following Taku Arm to the S. we cross the 60° north. lat. and enter British Columbia (p. 364). At (59 M.) *Collier's Gate*, the only immediate stopping-place, we turn into *Taku or Graham Lake*, at the E. end of which lies (74 M.) *Taku*. A small railway takes us on along the *Atlin & Amer.* to (1½ M.) *Scotia Bay* on **Lake Atlin* (2200 ft.; 373 sq. M.), a beautiful expanse of water, ca. 90 M. long. From here another steamer crosses the lake to (5 M.) *Atlin* (*Atlin Inn*, R. from \$ 2; *Royal*, from \$ 3), superbly situated amidst the mountains on the E. bank, with ca. 300 inhab. and an Indian village. The town has a court-house, a Presbyterian mission station, and an Episcopalian church. Atlin is the centre of a great gold-producing district, and a visit may be paid to the *Discovery Mine*, in *Pine Creek Valley*, or the *Spruce Creek Mine*, both situated near the town.

From Atlin a small STEAMER makes a round-trip on the S. part of Atlin Lake, going round the large *Geat or Teresa Island* and the smaller *Copper Island* and affording a view of the fine *Leveche Glacier*, about 4 M. wide at its mouth.

The train now follows the *Watson River* to *Lewis Lake*, the level of which was lowered during the construction of the railway. Several other small lakes are passed. 75 M. *Landsdowne*; 88½ M. *Robinson*. At (104½ M.) *Miles Cañon* a short halt is made to allow a view of **Miles Cañon* (to the right), named after General Miles, a ravine (ca. ½ M. long) with walls of columnar basalt, in which the water drops 32 ft., while the current runs at the rate of 15 M. per hour. This cañon and **White Horse Rapids* (¾ M. long), just below it, were frequently dared on raft and scow by the gold-seekers in the early rush to the Klondike though not without the loss of many lives.

111 M. *White Horse* (2084 ft.; *White Pass, Commercial*, from \$ 4; *U. S. Consular Agent*), the present terminus of the railway, with 727 inhab., lies on the W. bank of the *Fifty Mile or Leveche River* at the head of navigation. It is the centre of a productive copper-mining district and a station of the R.C.M.P. (p. 192). Near White Horse are several black and silver fox farms, an industry that is making rapid headway in the territory (comp. p. 384).

II. From White Horse to Dawson.

460 M. BY STEAMER. From about June 1st till the middle of October there is a service of the comfortable and well-appointed boats of the *White Pass & Yukon Route* in about 40 hrs. (fare from \$ 35, meals and berths included). A mosquito-net is indispensable to the traveller as the mosquitoes are very troublesome. In summer the nights are extremely brief in this district. The scenery passed along the entire route is of great beauty. In winter the traffic is carried on by four-horse *Sleighs*, which cover the distance of their more direct route (334 M.) in 5 days (fare \$ 75-100, according to the condition of the trail; 25 lbs. of baggage free, other small articles 30c. per lb.; heavy trunks despatched by freight-sleighs). The nights are passed at clean and fairly comfortable *Road Houses* (meals \$ 1½; bed \$ 1, private room extra). In the 'between' seasons of spring and autumn, stage-coaches run over the Government trail instead of sleighs crossing the Yukon River at (144 M.) *Yukon Crossing* (p. 386) by ferry.

From White Horse the steamer descends the *Leveche River* which flows through its wide valley towards the N. After about 25 M. the

steamer reaches *Lake Laberge* (2100 ft.; 87 sq. M.), a beautiful expansion of the Lewes River, 31 M. in length and 2-5 M. in width, flanked with gently sloping wooded hills and huge red rocks on the W. and white bare limestone mountains on the E. The next part of the river, known as *Thirty Mile River*, is very tortuous and distinguished by beautifully clear water. The scenery is varied, and the banks are covered with wild flowers. On the right we reach (90 M. from White Horse) *Cassiar Bar*, near the mouth of the *Teslin River*. About 5 M. above (125 M.; r.) the mouth of *Big Salmon River* the river contracts cutting its way through the wooded hills of the *Semenof Range*, ca. 1500-2000 ft. above the river. Beyond *Big Salmon River* the river turns towards the W. 160 M. (r.) *Little Salmon River*, an Indian village and trading post, at the mouth of the river of that name. The *Eagles Nest Rock* now becomes conspicuous. Passing *Tantalus Butte* we reach (205 M.) *Tantalus Coal Mine* (1718 ft.), yielding excellent bituminous coal. The course of the river for about the next 20 M. is extremely tortuous. At (226 M.) *Five Finger Rapids* we shoot the foaming rapids, the river being little more than twice as wide as the steamer. About 6 M. below are the *Rink Rapids*.

At (236 M.) *Yukon Crossing* (1597 ft.; *Road House*) with a ferry, the above-mentioned road from White Horse to Dawson crosses the Lewes. The river now flows in an almost straight direction to (282 M.) *Selkirk* (1555 ft.), a trading post and Indian village on the site of an old fort founded by the Hudson's Bay Co. in 1850. The village lies at the confluence of the Lewes and the *Pelly River*, the united stream taking the name of *Yukon*. — Below *Selkirk* the river, with its granite bluffs and numerous islands, is more or less imposing. After about 98 M. more the muddy *White River* (p. 379) joins the *Yukon* on the left, while the (390 M.) *Stewart* and the *Indian River* come in on the right farther on. Just before reaching Dawson we pass the mouth of the famous *Klondike River* (right).

460 M. **Dawson** (1049 ft.; *Royal Alexandra*, R. \$ 2; *Occidental*, *Rochester*, from \$ 4½; *Tanana*, *Central*, R. from \$ 1; *Arcade Café*), the capital of the *Yukon Territory* (p. 387), with a post of the R.C.M.P. (p. 192), and the centre of the *Klondike Mining Region* (see p. 387), stretches along the *Yukon River*, at its confluence with the small *Klondike*. The town, founded in 1896 and named after Dr. George Mercer Dawson, the eminent geologist (1849-1901; comp. p. 314; son of Sir W. Dawson, comp. p. 60), in its prime (1899) is said to have numbered as many as 25,000 inhab. but now contains only about 3000. It offers little to detain the tourist, but the curious may pay a visit to the little log-cabin once inhabited by *Robert William Service* (born in 1874) who has given us some of the most graphic descriptions of the *Yukon* (comp. p. 387). The climate is comparatively warm in summer (mean temp. in July ca. 60° Fahr.) but very cold in winter (mean temp. in Jan. ca. - 15° Fahr.).

The Yukon Territory occupies an almost triangular area stretching between (E.) the North West Territories (p. 286) and (W.) Alaska from the N. boundary of British Columbia (p. 364) northwards to the Arctic Ocean. The N.E. and S.E. portions are drained by the *Peel River* and the *Liard River* respectively, both tributaries of the *MacKenzie* (p. 314), while the remainder of the province belongs to the drainage basin of the *Yukon* (p. 386). The area of the territory which was formed in 1898, after the discovery of the rich Klondike gold fields, out of the North-West Territories (comp. p. 287) is 267,076 sq. M. (about the size of France), with a population of 8512 in 1911 showing a decrease of 18.73 per cent since 1901 (21,219 inhab.). The Indian population numbered 1508 in 1911. The mining of gold (comp. below) is the principal industry, yielding in 1900 \$4,000,000, while the total value of the gold produced from 1885 to 1918 is \$198,000,000. The other chief minerals mined are coal, copper, and silver. Big game, including moose, mountain sheep, and bears is plentiful, and in autumn the caribou migrate from their summer haunts in the Arctic as far S. as the S. Yukon. Non-resident hunting license \$10. — The Government of the Yukon rests with a Gold Commissioner, appointed by the Governor-General in Council, and a Council of three members elected by the people. The revenue for the year ending March 31st, 1920 was \$180,950; the expenditure \$186,391.

Comp. the official publication 'The Yukon Territory: Its History and Resources' (Ottawa), 'Alaska and the Klondike' by *Prof. Angelo Heilprin* (1894); 'Early Days on the Yukon' by *Wm. Ogden* (Ottawa, 1913); 'Reminiscences of the Yukon', by *The Hon. Stanley T. Leache* (London, 1912, 22s. 6d.); 'Moose, Bears, and the Indians of the Yukon' by *R. L. H. Beane* (London, 1916); and the books by *Ch. Cameron* and *T. A. Richards* mentioned at p. 375. Sportsmen will be specially interested in 'The Wanderers of the Upper Yukon', by *Charles Stille* (London, 1911, 1s. 6d.) and 'Camp Fires in the Yukon', by *H. A. Auer* (Ottawa, 1911). The books of poetry by *Robert William Service* (see p. 3-6) dealing mainly with the Yukon are 'Songs of a Sourdough', 'Ballads of a Chertchako', and 'Rhymes of a Rolling Stone' published in London.

EXCURSIONS. An interesting excursion may be made from Dawson to *Mooshide*, an Indian village, about 3½ M. lower down on the Yukon, and the *Bone* (1250 ft.), about 19 M. to the S.E., may be ascended for its splendid view.

From Dawson a railway runs to the S.E. to (12 M.) *Bonanza* or 'The Forks', in the Klondike Mining District, and the traveller is advised to take this trip for the sake of a sight of the placemarkers on the various creeks of the Klondike. If he is lucky, he may have a chance to see a 'clean up'. The gold is recovered in several ways, among which those by means of enormous dredgers and huge hydraulic machines ('monitors') are the most important. By means of the latter the frozen gravel is thawed with hydraulic pressure to allow of the extraction of the gold. Gold was discovered in the Klondike in 1896 when the usual stampede of prospectors set in (comp. p. 386). The production of gold reached its maximum in 1900 with \$22,275,000, decreased then until 1908 when a new start was given to the output owing to the introduction of the above mentioned methods of operation. In 1911 the value of gold obtained was over \$5,000,000.

FROM DAWSON TO TANANA ON THE YUKON, 700 M., steamers of the *American Yukon Navigation Co.* (fare \$40). The well-equipped boats descend the Yukon to (ca. 50 M.) *Forty Mile* (1670 ft.; Hotel, from \$4), formerly a post of the H. B. Co., situated at the mouth of *Forty Mile Creek*, flowing from the W. About 100 M. from Dawson the Yukon is crossed by the boundary between Yukon Territory and Alaska, and *Eagle* (pop. 98) is reached (examination of baggage). Beyond *Circle* the river begins to broaden, and we enter the so-called *Yukon Flats*. The wooden fish-wheels

+ It is said that 'Klondike' is an incorrect form of 'Treaddik', an Indian word meaning Hammer Creek and referring to the barrier of poles for catching salmon, hammered by the natives into the ground at the mouth of the river (also known as *Deer* or *Reindeer River*).

of the natives are now frequently seen. At (380 M.) *Fort Yukon* (pop. 319), situated near the mouth of the *Porcupine River*, an old H. B. Co.'s post, with a native village and an Episcopal mission, we touch the Arctic Circle. The river now bends to the S.W. After about 125 M. we reach the *Rampart Region*, a narrow valley with steep rock-walls, the most picturesque part of the river's course extending to the mouth of the *Tanana* (see below). *Rampart* possesses a Government agricultural experimental station. — 700 M. *Tanana* (*Quaker*, R. \$ 1; pop. 213) lies opposite the mouth of the *Tanana River* (see below), the largest tributary of the *Yukon*. There are a Catholic and an Episcopal church, and at the N. end of the town stands *Fort Gibbon*.

FROM TANANA TO FAIRBANKS ON THE TANANA RIVER, 275 M., by steamers of the *American Yukon Navigation Co.* in summer (return-fare \$ 50). The following are the chief intermediate stations: *Hot Springs*, with thermal springs; *Tolovana*, situated in a placer-district. *Nenana* (hotel), at the mouth of the *Nenana River* (p. 380), is a thriving little town of (1920) 634 inhab., adjacent to a large coal-bearing area (comp. p. 380). It will be a station on the Alaska Railroad (see p. 380). — 275 M. *Fairbanks* (*Pioneer*, R. \$ 1-3; *Nordale*, *Fairview*, R. \$ 1-2; also *Restaurants*), a well-to-do town with (1920) 1155 inhab., the fourth largest town in Alaska, situated in an important agricultural area, is the centre of a rich gold district the placers of which have since their discovery in 1902 yielded over \$ 170,000,000 worth of gold (ca. \$ 7,000,000 in 1917). The town which was visited by a devastating fire in 1918 contains the Bureau of Mines, several churches, a public library, a public Park, and a Government agricultural experimental farm (5 M. from the town). *Fairbanks* will be connected with the Pacific Ocean by the railway now being built from *Seward* (see p. 380). Another railway runs from *Fairbanks* to the N.E. to (ca. 50 M.) *Chatanika*. Motor stages run to *Valdez* (see p. 380) and to *Chitina* (p. 379).

FROM TANANA TO ST. MICHAEL BY THE YUKON, 900 M. The steamers of the above-mentioned company which ply on this route are plain, and good connections cannot be counted upon (fare \$ 53). — 291 M. *Nulato*, an Indian village, with an interesting cemetery, lies a little below the mouth of the *Kiyukuk River*. From (600 M.) *Holy Cross*, with a R. C. mission, steamers ply up the *Inencho River* and *Iditarod River* to the *Iditarod District*, another promising mining region. — The remaining stations are *Russian Mission*, *Marshall*, *Andreafski*, and *Old Hamilton*. Beyond the last, an Eskimo village, the steamer passes through the *Aphoon Pass*, the northernmost of the seven arms of the *Yukon* delta, into *Norton Sound* where it reaches, about 60 M. from the river-mouth, *St. Michael* (Hotel, R. from \$ 2; pop. 371), situated on the island of that name. It was once a trading-post founded by the Russians in 1835 and is now a U.S. military station.

From *St. Michael* steamers run to (125 M.; fare \$ 25) *Nome* (*Golden Gate Hotel*, R. \$ 1; also *Restaurants*), a progressive town of (1920) 852 inhab., picturesquely situated on the S. coast of *Seward Peninsula*. In the background rise the *Kigluaik Mts.* (4700 ft.). The open roadstead is frozen for about 8 months of the year. *Nome* is the headquarters of a district in which large quantities of gold have been discovered since 1898 (comp. below). The fur-trade with *Siberia* is also important. The life of the Eskimos (comp. p. 374) may be conveniently studied here, and numerous articles of native origin are offered for sale. A visit to the *Mission Station* for the education and instruction of Eskimos will be found interesting. In April *Nome* is the scene of the 'All Alaska Sweepstake', a yearly dog-sled race the course of which is usually from *Nome* to *Candle*, situated about 201 M. to the N.E., and back (covered in about 113½ hrs. with an actual running time of about 73½ hrs.). — At the neighbouring *Pioneer Mine* which since 1898 has yielded about \$ 20,000,000 worth of gold the interesting process of gaining the metal by means of hydraulic force (comp. p. 387) may be witnessed.

A railway runs from *Nome* N.E. to (80 M.) *Shelton*. — Steamers from *Nome* to *Seattle*, see p. 370.

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